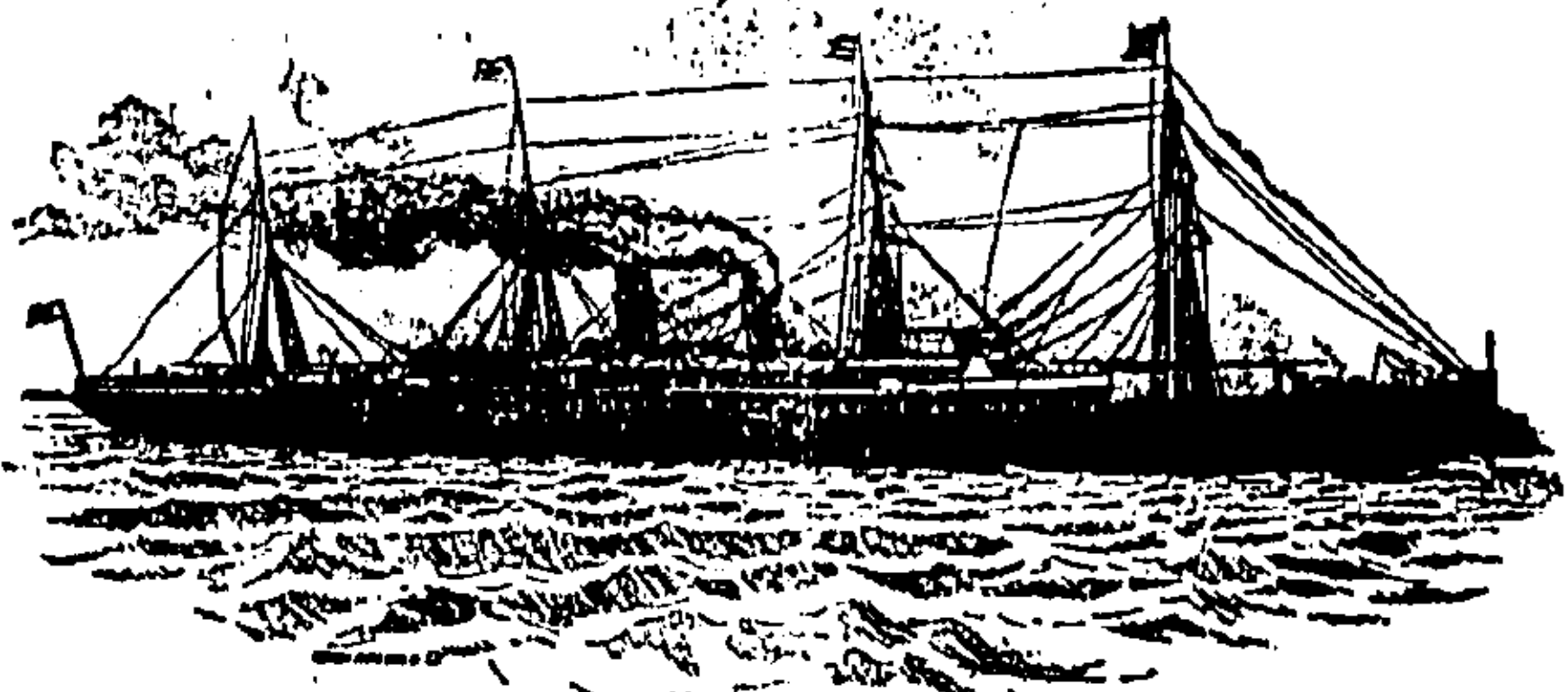






Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	Gross Tons.....	THURSDAY, 16th June, at Noon.
"AMERICA MARU"	3,460 "	TUESDAY, 21st June, at Noon.
"CHINA"	5,000 "	TUESDAY, 28th June, at Noon.
"DORIC"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.

\* Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-19th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

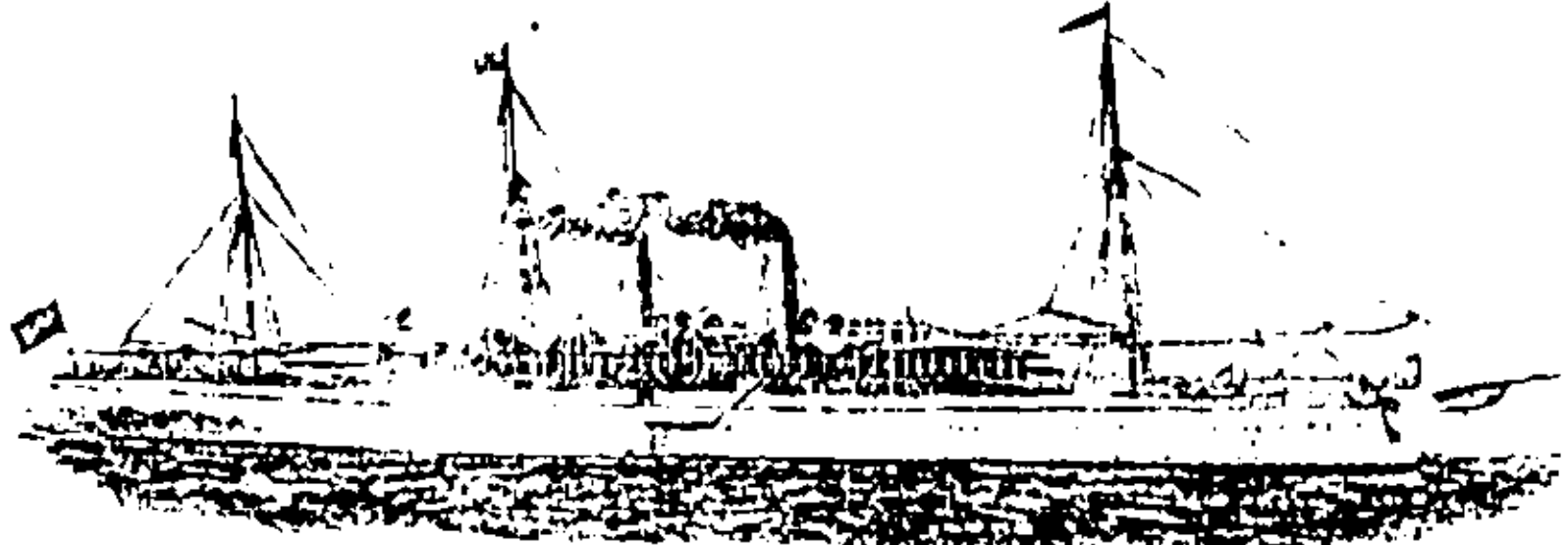
Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, July 20th.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.
"TARTAN"	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.

Hongkong to London, 1st Class..... £40. 2nd Class..... £20. 3rd Class..... £10.  
Hongkong to London, Intermediate on Steamers, and 1st Class Rail..... £40. 2nd Class..... £20. 3rd Class..... £10.

THE magnificent twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA.....	HAVRE, BREMEN and HAMBURG.	14th June. Freight.
Frick.....	(Calling at S'PORE, PENANG & COLOMBO).	
BATAVIA.....	HAMBURG (DIRECT).	28th June. Freight.
Dempwolf.....	(Calling at S'PORE, PENANG & COLOMBO).	
NURNBERG.....	HAVRE and HAMBURG.	6th July. Freight.
Jaburg.....	(Calling at SINGAPORE and PENANG).	
C. FERD. LAEISZ.....	HAVRE and HAMBURG.	20th July. Freight.
von Hoff.....	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA.....	HAVRE and HAMBURG.	10th August. Freight.
Roerdan.....	(Calling at S'PORE, PENANG & COLOMBO).	
BAMBERG.....	HAVRE and HAMBURG.	25th August. Freight.
Miltzoff.....	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 7th June, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE.—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAN, D. D. S.,  
37, DES VOUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.....	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.  
Departures on Sundays at NOON.  
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.....	Captain J. Wilcox.
"NANNING,"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 12th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

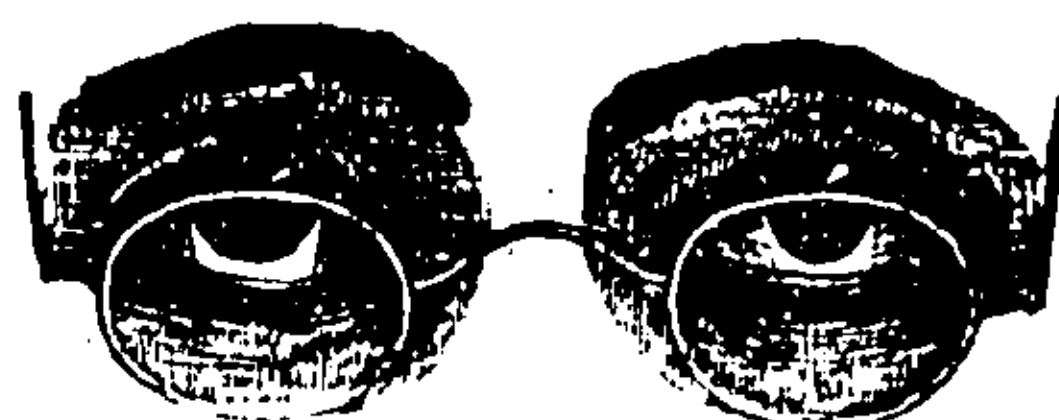
AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, 10E HOUSE STREET,  
Between Queen's Road and Des Vaux Road.  
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.  
WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.  
Prices from \$2.00.

Hongkong, 1st June, 1904. A. S. TUXFORD, Manager.

LEVY HERMANOS. TUBORG BEER.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Buildings.

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.  
LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903.

MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF 122 HOUSE, IN  
122-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS and VIEWS  
a speciality.

Hongkong, 15th September, 1903.

A FIRST CLASS PILSENER BEER

Guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January 1904.

ESPECIAL OLD TOM GIN.

Marshall and  
Elvy's

DOUBLY DISTILLED  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—  
THE MUTUAL STORES,  
Des Vaux Road.

Hongkong, 11th May, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

TAI KWONG GO,  
14, Lyndhurst Terrace,  
Hongkong, 17th November, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND  
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—  
3 qt. bots. Bordeaux.  
3 " " Beaujolais (Burgundy).  
3 " " Vin Rose.  
3 " " Pomard (Superior Burgundy).  
at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—  
Mousseux Blue Seal } Moët & Chandon { \$38 per doz. qt.  
White Star } 42 " " "  
Brut Impérial } 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—  
Buchanan Blend at \$13.50 per case of 1 dozen quarts.  
Black and White, at 17.50 " "  
Royal Household, at 20.50 " "  
We request of our customers the favour of trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.  
Hongkong, 9th June, 1904.

[707]

Hotels.

OCCIDENTAL KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637] Hongkong, 23rd October, 1903.

MANAGER.

31

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

[641]

FOR SALE.

INCANDESCENT  
Lamps of all  
descriptions  
from the best  
makers.

Incandescent  
Lamps, Globes,  
Shades, &c., for  
Gasoline and  
Gas Lamps at the  
most moderate  
prices.

Lamps fixed  
up for Buyers  
free of charge.

Naphtha or  
the best kind  
kept in stock.

TAI KWONG GO,  
14, Lyndhurst Terrace,  
Hongkong, 17th November, 1903.

[11]

Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.

Hongkong, 15th December, 1903.

[12]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE HONGKONG TELEGRAPH CO., LTD.  
Hongkong, 10th September, 1903.



## Intimations.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of 200 Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

No. 69 for 25 Shares
No. 379 " 50 "
No. 380 " 50 "
No. 381 " 50 "
No. 382 " 50 "
No. 383 " 50 "

200 Shares

have been lost or stolen.

It is not known if such certificates were issued by the Office of the Company in the Colony of Hongkong or by the Office in London and consequently the numbers of the Shares cannot be given.

NOTICE is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a duplicate.

Dated Hongkong, 15 June, 1904.  
JARDINE, MATHESON & Co.,  
General Managers.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co.

For further particulars apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

## THE ROBINSON PIANO

Co., Ltd.,

INVITE INSPECTION OF SOME

## SPECIALLY FINE SAMPLES

OF

## UPRIGHT PIANOS RACHALS, STUART,

&amp;c., &amp;c., &amp;c.,

—AND—

## BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 15th August, 1903.

## FOUND.

AT St. JOSEPH'S COLLEGE, on the evening of the 15th ult., an OVERCOAT. Owner can have same on application to the DIRECTOR.

St. Joseph's College, Robinson Road.

Hongkong, 15th June, 1904.

## Intimations.

## COKE AND TAR.

Lord Chatham. "Is a plant of slow growth? People believe in things that they see and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, 'Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me.' On these lines.

**WAMPOL'S PREPARATION** has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poison, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Offices of the Company in ALEXANDRA BUILDINGS, on WEDNESDAY, the 15th of June, 1904, at 11 A.M., when the subjoined resolution which was passed at an Extraordinary General Meeting of the Company held on the 11th of May, 1904, will be submitted for confirmation as a Special Resolution.

That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.

By Order,

A. H. MANCELL, Secretary.

Hongkong, 3rd June, 1904.

## NOTICE.

## COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY, Local Secretary.

Hongkong, 8th June, 1904.

## NO TOILET REQUISITES ARE COMPLETE WITHOUT THESE SOAPS.

**PLANTOL FLORAL BOUQUET SOAP**, Guaranteed made from Fruit and Flowers, and to contain no animal fat. It is most smoothing and refreshing to delicate skins.

## STAR LIGHT SOAP.

Pure and economical, agreeable, highly perfumed and a perfect toilet and nursery Soap.

## AND ALSO

**CEDAR GLYCERINE AND TAR SOAP**. Now on Show.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 8th June, 1904.

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

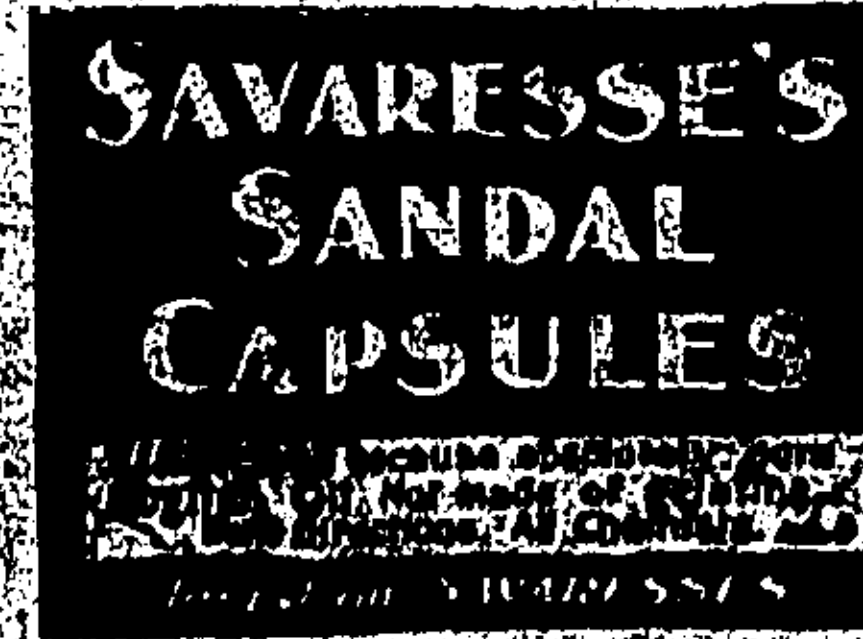
## REPORT OF AN EXPERT.

The representative of Messrs. BRADY and HINGLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street, Tel. 374.

DR. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.



## THE PEKING-HANKOW OVERLAND ROUTE.

Many travellers who wish to see the interior of China are unwilling to brave the discomforts of a long trip by cart. But with the nearing completion of the Peking-Hankow Railway, it is becoming possible to visit what were formerly the most inaccessible places with very little tedium of road travel. As many are inquiring about this overland route from Hankow to Peking, an account of the trip taken by the United States Commission of International Exchange last March may be of value. As Prof. Jenks and his party were guests of the Imperial Government, the five days' journey between rail heads was smoothed by the provision of sedan chairs for the four foreigners, plenty carts for servants and baggage, and convenient rest-houses and attendants at every stopping place. But the ordinary traveller would find no difficulty in making the same trip, as it follows the great highway from the southern provinces to Peking and good native inn accommodations at convenient intervals. Good two-mule carts are easily hired. Bedding must be taken for use on the native brick beds or beds which are common in Honan. Good coats are a comfort especially in warm weather when insects are active. If foreign food is desired it must be carried and a good cook and servants, though not indispensable, add greatly to the comfort of a trip. In going from Shanghai a servant, who can speak mandarin should be sought for.

The fare from Hankow to the farthest point where tickets were sold in March was about \$13.00. The managers of construction trains are obliging and carry passengers and baggage free of charge up to Hsichow within about 200 li of K'ai-feng, a point of great interest, six miles south of the Yellow River. If one does not care to visit K'ai-feng, he may continue the journey somewhat further by rail to the north-west within about a day's journey of the Yellow River. The railway is to cross some 200 li up the river from K'ai-feng, which will doubtless in time be connected with the trunk line by a branch line. Three days' journey from the Yellow River, about 1st April, brought one to the rail head at Changtzu. At present the iron route is shortened to 3 or 4 days between rail heads. No tickets were sold until Shuntzu was reached and the 1st class fare from there to Peking, 260 miles, is \$15.60. The regular price for carts with two animals is one tael per day, so that the travelling expenses from Hankow to Peking are now about \$44.00 estimating \$1.50 per day for food, etc., while travelling by cart. By taking and class tickets the figure is reduced to \$10. Foreigners will be found at K'ai-feng, Weihsiu, Changtzu, and Shuntzu, and all along the railways. These places all have post offices, telegraph stations, and Catholic and Protestant missions.

An interesting side trip is found by taking the Peking-Syngkat Railway, which runs S.W. 83 miles from Taokou (道口), the head of large junk navigation on the Wei river, through Weihsiu to their mines at Jamieson or Chameison as it is in Chinese, in the foothills of north-west Honan. This road was still in the management of the contractors, Pearson and Sons of London, and not open to passenger traffic, but the chance came, if a foreigner, finds hearty hospitality among the engineers and builders. If one visits K'ai-feng he may as well go to Changtzu via Taokou, saving 40 li and reaching the headquarters of the Peking-Syngkat Railway. If one goes by the direct route between rail heads he can take this side trip from Weihsiu. If he follow the line of railway construction to the great bridge that is to be built over the Yellow River he may strike this railway at Hsinhsiang-hsien or further west at Kuochiahshien. The railroads cross near Weihsiu.

Prof. J. W. Jenks, heading the Commission of International Exchange, during the month of February saw the Emperor, the Foreign Office, Board of Revenue, the committee of six high officials appointed by the government for consultation, also Governor Yuan Shih-k'ai, T'ang Taotai, bankers, Customs officials, and others of Peking and Tientsin. These interviews were in the nature of introductions and a beginning at getting a grasp of the present monetary situation rather than an attempt to pursue a fiscal scheme. As the remark was often made that conditions in the interior are quite different from those in the ports, Prof. Jenks decided upon the tour from Peking through Chihli, Honan, and Hupeh to Hankow as the most feasible for investigating the conditions away from treaty ports.

The Peking-Hankow line of railway was willing to do everything for the Commission and give a private car from Peking to Shuntzu. The department of construction attached a first-class passenger car to this work train and forwarded the Commission to T'achou then near the end of the line.

The run from Peking to Shuntzu was made between 7:45 a.m. and 7:45 p.m. The party consisted of Prof. Jenks and his private secretary, Mr. A. C. Durand, Mr. C. F. Gammon, and an interpreter, six servants, four saddle horses, and much baggage. Changhsien, about 16 miles from Peking, was noted as the mechanical headquarters of the road, a site well chosen among the foothills, near the Hun or Muddy river. Foreign-style brick kilns, where red brick are burnt, supply the stations far down the line with trimming to ornament the buildings of grey brick.

Among the engineering feats the crossing of the Hun River south of Chengling is noteworthy. The actual bridge seemed to be half-mile or more long, supplemented by some miles of grading faced with stone, with several bridged sluiceways for flood water, which was ably overflows the wide sandy valley in the rainy season. Several spans were in place but in the middle of the shallow river full of sand bars, the men were still working long deep in the 1st water, sinking pilings. The bridge seemed to be a fair way to be used before the rainy season comes to destroy the temporary structure on which trains are crossing now.

Strong evidence was seen that the road will be, if it is not already, a good money-maker. Passengers of all descriptions thronged the trains and photographs of crowded pony cars were taken to show how the Chinese oppose the railways. The railway comes as a great relief to the richer pilgrims from Mongolia and Manchuria who used to walk or ride in litters and on horseback the weary miles to Wutashan in Shansi.

A prince's party of ten or more Mongols with women and nursing children were taking life easily on their pilgrimage. They left the train at T'ingchou and had still a matter of 450 li to travel before reaching the Holy Mountain. The old priest accompanying was constantly telling his beads. But it is doubtful if he laid up as much merit as he would, creeping all the thousands of li on the knees or striking his head at every five steps.

At Chenglingfu bales of Bombay cotton, brought up on river boats from Tientsin, were loaded for distribution in Shansi and North Honan. The importance of Chengling as a distributing centre should increase now that the railway is there. The city is a fine landmark from the train with its gate towers, long walls, nagada and twin-spired Cathedral. The tract is laid on a curve around the west and north sides of the city at a distance of a mile or two.

The various magistrates at Shuntzu had been advised by the Governor of our coming and they met us at the station with official sedan chairs for our use, a temporary reception room having been fitted up in the station building. They had also taken an inn near by for our use and fitted it up as for an official residence. The construction train was to leave at 6 a.m. and the officials came again to see us off. Owing to the lateness of arrival and the early hour of departure the officials of this place were not interviewed on monetary questions.

While waiting for the train to leave in the morning we met Mr. Reid of the Peking Syndicate on his way north. He had just come over the road from Taokou. On our mentioning that we had a letter of introduction to him somewhere in our baggage he made the gallant and sincere rejoinder: "You need no introduction. Your nationality is sufficient introduction to carry you everywhere among us British." He gave his card, asking the Syndicate railway managers to extend us every courtesy, but it was quite unnecessary, as we found all were glad to be as helpful as possible and gave us every facility of travel on their line that was in their power.

The run by construction train from Shuntzu to T'achou, "porcelain district," took from 7 to 11 a.m. Now that the line is through to Changtzu, that place, a distance of 70 li, can be reached in two hours more by rail. The commission interviewed the magistrate at T'achou on money and trade matters, getting a good deal of information more or less correct. It was found that reports of officials on such matters often needed checking by questioning the traders and bankers themselves. At T'achou we had a fine view of Mr. and Mrs. Elliot, members of an independent mission, who have just established there. Before reaching T'achou the road passes through thousands of acres of very productive land irrigated by wells. Several Catholic chapels stood out conspicuously among the smaller houses on the villages along the railway. Grave stones in the style of old-fashioned English church-yards were also a marked feature of the landscape.

At T'achou in Shahohsien we learned that one of the superintendents of construction had been mobbed by the villagers on account of some dispute as to wages by a gang of coolies in the gravestones. They attacked twice with sticks, stones, and swords, and after receiving some injuries he was compelled to save himself by drawing his revolver and shooting a man.

At Fenglochen, 35 li from T'achou on the Laochang river, we entered the province of Honan and found deputies sent out from Changtzu to welcome us with a feast in the official guest house. As we were travelling by chair, carts, and horses through dust and deep sand the stop for rest was refreshing, but delayed us, so that we entered Changtzu long after dark. The magistrate of the district was waiting outside the north suburb with a bonfire and torches, soldiers, and servants to guide us through the city to the official guest house, where we were well entertained. In spite of the lateness of the hour, Prof. Jenks questioned the official closely as to the local trade conditions, sources of revenue, etc. He also had a call from two missionaries of the Canadian Presbyterian Mission, who gave much information about their field. It comprises the three fuses of Honan north of the Yellow River, Changtzu, Weihsiu, and Hualching, including Richbosen's garden of Honan. They have stations with foreign families in each of these fuses. They and the Catholics have the only missions in North Honan. It is a magnificent rich field for their work with railways traversing it from north to south and from east to west crossing at their central station of Weihsiu. The trip of three weeks or more by boat is from Tientsin shortened to two days by rail. From Changtzu to Taokou through Hsinhsien, by cart, chair, and horse is a long day's journey, called 120 li but stretching into 140.

On this stage of the journey opportunity was given for investigating the small traders. Most of the numerous wheelbarrows were found to be pushed not by hired labour but by their owners, who had their own capital invested in the goods they carried. When we did find hired wheelbarrow-men they were usually accompanying the owner of one or more wheelbarrows. They are hauling pears from the south to the north 300 li, and bring the powdered wood of the hills back again. The blue and black white marble "porcelain of T'achou" is distributed by these wheelbarrow-men all over this part of North China. The business of hauling mill stones from the quarries to the rivers, four or five days' journey with a cow or donkey and a man to each pair of stones, seemed more remunerative, for a stone costing 1,000 cash at the quarries brings 5,000 at the destination and the travelling expenses for five days for man and beast amount to only 3,000 cash. The wheelbarrow-men did not make much more than their food on the trip. They usually carried a load of 400 catties with a capital of \$10 to \$20 invested on a trip of four or five days, making 60 li per day. Their profits, however, seemed quite large when compared with the manure venders, who picked up one or two baskets a day for sale at each a basket. These small traders and labourers' economic conditions were all of interest to the student of China's monetary situation.

This part of Honan is most picturesque with its gently rolling hills, groves of trees, high walled villages or chaites, and grain towers inside the walls. These latter with the castellated village walls looked like old castles and dotted the country as far as the eye could reach. Doubtless these walls and towers date back to the times when robbers like the Taipings devastated the country.

Among the curious agricultural implements of Honan are the rigid four-wheel carts with large cube-shaped box bodies for hauling dirt, etc. In turning the fore wheel they cannot change their direction. When fitted with racks they carry great loads of hay or fuel, and again are used like an omnibus with tiers of seats to carry the crowds to the fairs and temple fairs.

The bamboo is grown in N. W. Honan so that all sorts of implements are made from it. The uses to which it is put by the farmers alone form an interesting study. Taokou is a large commercial town at the head of navigation on the Wei river. It is of no political importance however. It is famous for the manufacture of pewter dishes, some of which are engraved in beautiful designs. A fine quality of lacquered ware is also made here.

Our party came in late at night, travel-tired and dusty to find a royal hospitality awaiting at the Peking Syndicate's headquarters a mile N. E. of the town, but being the guests of the Government we went on into the town to the inn where the Hsinhsien magistrate had provided for us. The residence of Mr. Bourne is on a commanding hill that rises out of the plain overlooking the company's machine shops, engine yards, and the town below.

The account of our trip over the entire length of this railway and of our visit to the mines must be left for another letter.—N. C. D. News.

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 19th May, 1904.

## Auctions.

## PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY, situate at Victoria, Hongkong, to be sold on

FRIDAY,

the 17th day of June, 1904, at 3 P.M.,

BY

Mr. GEO. P. LAMMERT, Auctioneer,

at his

SALE ROOMS, DUNDRELL STREET, Victoria.

THE Property is Registered in the Land Office as Inland Lot No. 796 together with the Buildings thereon known as Nos. 212, 214, 216, 218, 220, 222, 224, 226, 228 and 230, THIRD STREET, abutting on the North and West sides thereof on Battery Road and measuring thereon 278 feet 8 inches and 107 feet on the East side thereof on Inland Lot No. 797 and measuring thereon 195 feet, and on the South side thereof on Pokfulam Road and measuring thereon 254 feet containing in the whole an area of 49,000 square feet and is held from the Crown for the residue of the term of 999 years granted by a Crown Lease of the Lot, dated the 17th day of June, 1882, Annual Crown Rent \$374.

For further Particulars and Conditions of Sale, apply to—

EWENS &amp; HARSTON,

Vendor's Solicitors,

or to

Mr. GEO. P. LAMMERT,

Auctioneer.

Hongkong, 4th June, 1904.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 18th June, 1904, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

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A FINE COLLECTION

of

OLD AND RARE POSTAGE STAMPS,

Including—

TRIANGULAR CAPE, OLD CEYLON,

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SOUTH WALES, SYDNEY VIEWS,

VARIOUS ERRORS, &amp;c., &amp;c.

Catalogues will be issued.

TERMS—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 6th June, 1904.

## To Let.

## TO LET.

NO. 1, RIFON TERRACE in FLATS.  
No. 4, RIFON TERRACE.  
No. 17, WONG NEI CHONG ROAD, facing Race Course.  
FLATS in MORETON TERRACE, facing Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE).  
GODOWNS: PRAYA EAST.  
"ROSENEATH," KOWLOON.  
No. 1, CLIFTON GARDENS.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 7th June, 1904.

## TO LET.

A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 25th April, 1904.

## TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 26th March, 1904.

## TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904.

## TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JESSEN &amp; Co.

Hongkong, 27th April, 1904.

## TO LET.

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to—

THE SAM WANG CO. LD.

Hongkong, 5th February, 1904.



# Intimations.



**A. S. WATSON & Co.,**  
LIMITED.

## NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY is now being carried on in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:—

WEEK DAYS... 8.30 A.M. to 6 P.M.

SATURDAY... 8.30 A.M. to 2 P.M.

SUNDAY... 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

TELEPHONE No. 145.

SOLE ADDRESS: "ACHIEVE," HONGKONG  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
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17, QUEEN'S ROAD.  
FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
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DEVELOPING and PRINTING  
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GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th January, 1904.

**E. C. WILKS & Co.,**  
MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.

**COLLISIONS and Damages Surveyed.**  
Salvage Work undertaken.  
Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam and Motor Launches.  
Contract for New Tonnage on reasonable terms with First-class Builders.  
A large stock of Canadian Asbestos and Asbestos goods kept.  
Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.

Telegram Address: "MARINER." Telephone:—No. 358.  
Hongkong, 3rd May, 1904.

## NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

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The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On the 2nd June, at 2, Wayside Road Shanghai, the wife of RUTHVEN MACFARLANE, of a daughter.

On the 4th June, at 42, Whampoo Road, Shanghai, the wife of E. VON HUSCH, of a son.

## DEATHS.

On the 28th May, at Kuling, CHARLES WILLIAM GORDON, of Hankow, aged 54 years.

On the 2nd June, at the General Hospital, Shanghai, MARY, the beloved wife of G. W. Bennett, of the Woosung Hotel.

At 11, Woosung Road, Shanghai, on the 1st June, HELEN MORRISON, the beloved wife of George Kollo, aged 24 years.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 9, 1904.

## CHINA'S REFORMATION.

Just as the "good wine needs no bush," so the splendid work that is being done by the *Christian College*, in propagating a yeast of sensible and liberal education amongst the young men of China, has no need of our praise to make known its excellence. Previous mention has been made in these columns of a monthly review, *The South China Collegian*, the organ of this organisation, and the sound precepts taught in the pages of this publication are all-worthy of the attention of those interested in the mental development of the coming generation of China. The May number of this review contains an able leading article that, in a strikingly clear and tasteful manner, tells of the duty of the hour for China's young men. "That China," says the writer, "is facing a crisis amid the tramping of armies on her north, and amid the increasing murmur of a discontented people within her own borders, is clear to all observant friends of the Empire; and every young man who has the fuller light of the new learning should honestly face the question: How can a Chinese young man best serve his country?"

Commenting on the evils from which the vast Empire is suffering our contemporary says:—China has been urged to form a strong army and navy, to adopt a western fiscal policy, to develop her natural resources, to introduce steam and electric power, and to adopt improved methods of education. But these are the products of western civilization, not the causes of it. They can no more give new life to China, than hanging good apples on a dead tree can make it bear fruit. We must learn the causes of China's weakness. Without books, newspapers, the pulpit, political debate, general assemblies, etc., China's people have long been groping in the dark. An ignorant people cannot be patriotic. The strength and glory of such countries as America and England are the people, who in a crisis aid their country at any cost. Intelligent public opinion checks the dishonest official and rewards the honest one. We cannot have steady progress in commerce, agriculture or manufactures among an ignorant people. They are not due to any extent to differences in government. Democracy among an ignorant people is impossible, or at least dangerous. Again, although China's scholars have a superior education in some respects, it is after all too narrow to fit men for a life of service to their fellows. The *literati* oppose changes because they are ignorant and fear to tread a new path in the dark. But the ignorance of the people in general, or of the *literati*, is not the most dangerous part of China's ignorance; it is the blatant and conceited ignorance of those young men who know little of the foundations of China's civilization and less of western institutions, who wish to tear down the old without knowing how to build on the new. Ignorant of what it means to govern so great a nation as China and to adjust her relations with other nations, they wish to plunge at once into anarchy. They are too willing to move because they do not know China, while the *literati* are unwilling to move because they do not know the world. China needs men who know the institutions of both China and the West, who see clearly the foundations of all real civilization, and hence can lead their nation forward, China's great need is not for more reformers, but for wise ones. The wisdom of these statements is worthy of all praise, and the lucidity with which the remedy to the ill is suggested.

should be cause of deep reflection to the youths that are addressed. "A man who places his own interests before those of his country is of no use to his country." China's men must learn the lesson of history—the need of sacrifice, a wise giving of one's time, energy and talents to the service of his fellow countrymen. The task that the *Christian College* has set itself to do is a noble one indeed. To instil a spirit of pure patriotism and self-abnegation into the youth of China must seem a most formidable task even to those who possess but a superficial knowledge of the characteristics of the Celestial, but that it is on this basis alone that any real and lasting reform can be established is beyond question. Time alone can prove whether the efforts of these devoted teachers will produce success, but whatever the results may be all admiration is due to those who so unflinchingly set themselves to point out the way; the only way.

## LOCAL AND GENERAL.

The war correspondents with the Russian army are detained 16 miles north of Liaoyang.

ELEVEN cases of plague were recorded as having occurred in the Colony since noon of yesterday.

THE Fanny Stanley Opera Company open at the Theatre Royal this evening with the ever-popular *Dorothy*.

MR. M. H. Houston has retired from the Imperial Bank of China and does not intend to return to the East.

VICE-ADMIRAL Sir Gerard Noel and the fleet which has been up river, were expected back at Woosung last Sunday.

It was believed that the injury done to the Russian battleship *Orel* in the Neva was caused by the explosion of a bomb under her stern.

THE Hamburg-America Line has arranged to build a bigger ship than any English line has or contemplates. She is to be a 35,000-ton vessel, 715 feet long.

It is stated that most of the newspapers have terminated the engagements of their war correspondents, the attempt to obtain news other than official telegrams being useless.

THE American Hominy Co. of Chicago and Indianapolis, has presented 30,000 pounds of hominy to the Japanese Army and Navy, and 5,000 pounds to the Red Cross Society.

THE *Japan Mail* shows the entire inaccuracy of Dr. E. J. Dillon's account in the *Review of Reviews* of Admiral Alexieff or Admiral Crown forcing a British man-of-war to abandon its evolutions at Nagasaki in 1887.

THE *Temps* (Paris), in commenting on the action at Kinchow, expresses admiration of the skill and strategy and the bravery of the Japanese troops. Other French newspapers minimise the importance of the fighting at Kinchow.

CAPT. Paul A. Dithleisen, formerly well-known in China waters in command of Japanese steamers, and later as an Inland Sea pilot, who retired in 1903, having reached the Japanese age limit of 65, and settled at San Diego in California, died at San Francisco on the 24th of April.

As recently stated in our columns the S.S. *Korea* was quarantined at Kobe owing to a Chinese having died on board and his death being ascribed to plague. It was later ascertained the Chinese died of pneumonia. As a precaution, however, the Japanese health officers decided to detain the vessel until the 11th instant.

"Tom" McKay is back from his Singapore trip, and notwithstanding that he found the heat of our Southern Colony somewhat trying he is looking as fit as ever. He looked in at the office for a few minutes this morning and had a chat about the "clipper of the Pacific" which is due here on Saturday. Sometime next week the *Mongolia* will probably be open for inspection, and no doubt many people will avail themselves of the opportunity of going aboard this magnificent ship.

THE death is announced of Mr. Charles William Gordon, of Messrs. Ramsay & Co., Hankow, where he had resided for over twenty years; and where he was universally liked and respected. He married within the last two years or so a sister of Lady Cameron, of the Hongkong and Shanghai Bank. He was a nephew of one of the first residents in Hankow, Mr. William C. Gordon, and Hankow will remember for a long time the genial and popular "Charlie" Gordon. He died at Kuling on the 28th ult. at the age of 54.

THE steamer *Setoku-maru*, which arrived at Kobe on the 27th ult. from Fusan, had on board Russian notes to the amount of 23,700 roubles consigned to Shanghai. Upon examination by the Customs authorities, it was found that 12,200 roubles were shipped by a Chinese merchant at Gensan in payment of shittings and general goods purchased from a Chinese firm at Shanghai, and 10,680 roubles were also shipped by a Chinese at Gensan in payment of Japanese cotton yarn and other goods from Shanghai. The money was to be transhipped to the *Bengal* under charter to the Nippon Yusen Kaisha. The Customs referred the matter to the commanding officer of the gun-boat *Tenaro* lying in the harbour, and it was decided that the money could not be classified under the head of contraband of war. It was therefore released.

THE Emperor has granted posthumous honour to the officers of the *Hakusei* and *Yukino*.

THE French minister has offered French capital to China, to complete the Chengtu-Hankow railway, but the offer was politely refused by China.

ONE of the last instructions given by the late Admiral Makaroff was that eighteen torpedo-boats of 150 tons each and a speed of thirty knots should be sent to Port Arthur by rail.

WHEN the Russians bolted from Kaiping on the false report that the Japanese had landed on the coast, the Chinese looted their barracks, and the Russians have demanded compensation from the Chinese authorities.

It would seem that the Japanese are not alone in using rigorous methods in dealing with journalists who have transgressed against the press regulations, for it now transpires that a Vladivostok editor has been imprisoned for seven days for criticising the composition of a Russian volunteer cavalry regiment.

THE following paragraph appears in the Shanghai *Times* of 31st ult.:—Viceroy Tsen Chun Hsuen has wired to the Wai-wu-pu requesting the latter to make representations to the Portuguese minister to surrender an official prisoner now detained by the Portuguese at Macao. The minister has acceded to the request.

THE following private Chinese telegram was received in Shanghai from Chefoo: "Chefoo 2nd June. The Japanese land forces are daily pressing down on Port Arthur nearer and nearer. Commencing from Pitsewo on the west to Palantion on the east, southwards down to the entrance of Port Arthur, the squadrons of Admiral Togo have so closely invested the place, that it is believed here that Port Arthur must fall into Japanese hands within five days at the longest, and three days at the shortest time."

By kind permission of Lt. Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 10th inst. (weather permitting).

March: "The Washington Post."  
Overture: "Der Koenig's Lieutenant."  
Selection: "The Flower of the Forest."  
Selection: "The Ball of New York."  
Valse: "Illeus."  
Tarentelle: "The Original Napolitano."  
God save the King.

SEVERAL of the manufacturers of explosives are engaged on experiments with Shimose powder, the explosive used by the Japanese. This powder is said to be more powerful than dynamite or gun-cotton. A naval officer states that its chief characteristic is that the shattered parts of the projectile, which usually bursts into two or three thousand pieces, spreads with equal force, in every direction. It is believed that a quantity of the powder has been secured by the Admiralty for the purpose of experiment.

By kind permission of the Commander of Police, the Macao String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, June 11th, and will also play every Saturday during the summer.

March: "The Summer Girl."  
Overture: "Jolly Students."  
Waltzes: "Follies."  
Selection: "Marianita."  
Waltzes: "Lovely Maiden."  
The Last Chord: "Cavaliers."  
Intermezzo: "Cavaliers."  
Gavotte: "Princess Stephanie."

THE Prisoners' Intelligence Bureau has been established in Japan on a quite unprecedented scale. Its duty is to investigate the affairs of the prisoners, to conduct correspondence and give information regarding them, to convey presents, money and other articles to prisoners, to preserve letters, etc. left behind by the dead, to send them to relatives and generally to investigate as far as possible all particulars in regard to the killed, wounded, and captured on each side. The *N. C. D. News* says that the Russian prisoners have been much surprised to receive such magnanimous treatment in Japan, where some of them are living better than they ever did at home.

IN reference to the disappearance of Mr. Soper, Capt. Bennett of the C. N. S. *Tungchow* reports that he was walking with another gentleman in Chefoo on Sunday morning, when an Indian came up to them, and said: "Do you want to see Mr. Soper? If you do, I can show you where he is." They did not happen to want to see Mr. Soper, so they took no notice of his offer, thinking that he had probably mistaken them for some personal friends of the gentleman who is now reported missing. It may be noted that Mr. Gilchrist, the Scotch engineer who was in Russian employ at Port Arthur, and who remained after the bombardments began, and did his best to get the Russian fleet there aloft again, has safely reached England, and is now on board Messrs. S. C. Farnham, Boyd & Co's steamer *München*. —*N. C. D. News*.

CONCERNING the liability of foreigners living in Japan to pay the war taxes, complaints on various grounds have been presented to the Ministers by their nationals and conveyed to the Tokio Government. The answer given was that payment of the taxes conformed with what was not contrary to any existing treaties. Accordingly the Ministers have communicated with their home Governments for instructions, but there has not been time to get replies. Meanwhile the case for the merchant is being vigorously prosecuted in Yokohama and Kobe, so that if the question comes ultimately before some tribunal the whole of the facts may be brought to light. The matter must be considered as outside the sphere of sentiment, observes the *N. C. D. News*, and the simplest manner seems to be to leave the solution to a competent jury, approved by both sides and whose decision would be binding on both sides.

A VERY interesting account of Prof. Sen's trip on the Peking-Hankow overland route is printed on the third page.

THE French Minister of Marine has presented to the Emperor of Japan, through the French Minister at Tokio, a copy of the annual report of the French Navy.

THE representatives of the United States, Germany, and Belgium have been appointed by the Consular Body at Tientsin to draw up a report upon the advisability of the establishment of a Mixed Court there.

## THE CHINA LIGHT & POWER COMPANY, LIMITED.

### ANNUAL MEETING.

The third ordinary annual meeting of shareholders in the China Light and Power Company, Limited, was held at 11.30 a.m. to-day, at the offices of the Company, 14, Des Vœux Road. There were present Mr. C. A. Tomes (Chairman), Hon. Sir Paul Chater, C.B.E., Mr. H. P. White, Dr. J. W. Noble (Consulting Committee), Messrs. A. G. Gordon, A. Babington, Fung Wa Chun, and R. Henderson (secretary). The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—Unless a request is made to do so we shall save time by omitting, as usual, the reading of the report. The Company has made considerable advance since the last meeting and we hope for steady progress now towards a dividend basis. The Chinese demand for the light in Canton is as active as we could wish, and we have all the new installment work in hand to which we can conveniently attend. The number of skilled wiremen is limited and all we have are fully occupied, and others are taken on as fast as they become educated. The large fire in the Canton native city in February was unfortunate for us as besides the destruction of poles, wires, transformers, etc. our revenue was curtailed for some months. Of the three main engines lately ordered one is in position, and was started in April and is doing very well, and the second is nearly ready; the smaller one for the day load is now running, and relieves the stail previously borne by the main engine, and will give a more satisfactory and economical supply of current. Almost all the foreign residents in Shamen are customers of the Company, and in the native city the wiremen are entering the official district and the houses of the well-to-do gentry. The revenue from the Kowloon plant increases slowly, but profitable business is bound to come in time as there can be no doubt about the future importance and development of the peninsula. The accounts are very fully set forth in the printed sheet. All important capital expenditure we trust has come to a stop for sometime to come. On line and installations further outlay must continue as business grows, but this should be partly met by revenue and we hope to expend nothing further for the present on buildings or machinery. Depreciation was amply provided for in the account of July 31st last, so nothing has been allowed on this score in the February account. Arrangements are still in progress about the new shares, and we have received applications for some 10 per cent. of the authorised new issue. If any shareholder should want a portion he has only to apply, as it is desirable the Company's floating indebtedness should be reduced.

There being no questions, the Chairman proposed and the Hon. Sir Paul Chater seconded that the report and accounts as presented be adopted and passed.

Carried.

CONSULTING COMMITTEE.  
On the proposition of Mr. Fung Wa Chun, seconded by Mr. A. Babington, the Hon. Sir Paul Chater, Dr. J. W. Noble and Mr. H. P. White were re-elected to the Consulting Committee.

AUDITORS.  
Mr. Gordon proposed, Dr. Noble seconded, and it was agreed that Messrs. W. H. Potts and A. O'D. Gourdin be re-elected auditors.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance.

## EXCURSION TO MACAO.

An announcement, appearing elsewhere in this issue regarding an excursion trip to Macao on Sunday next, will doubtless appeal to many in Hongkong, who, being unable to get away on Saturday afternoon and obliged to be in business the first thing on Monday, will take advantage of the special facilities offered by Messrs. J. Trevoix & Co. to enjoy a long day in the old world Colony across the mouth of the Canton River. The 14-knotter *Charles Hardwin* is advertised to leave the Company's wharf at the end of Queen's Street, Praya West, at 9 a.m. on Sunday and will return from Macao at 8 p.m. the same day. The fare for both journeys is \$3, tickets for private cabins, tiffin and dinner, which are extra, being obtainable on board.

## LIGHTHOUSE SCHEME FOR KOREA.

We have already reported that the Korean authorities have authorized the establishment of lighthouses on the Korean coasts. According to an article in the *Kokumin*, translated by the *Japan Times*, the Korean Government in this connection are acting under the advice of the Japanese authorities. On the long coastline of Korea there are only six lighthouses, namely, four at Chemulpo and two near Fusan. In view of the fact that Japan has no less than 190 lighthouses, Korea should possess at least 22. Mr. Brown, Inspector-General of the Korean Customs, has approved of the lighthouse scheme, suggested by the Japanese and has made arrangements for establishing lighthouses at Kōmun-do and Matsui-do (Chōlla-do) and Tai-hwa-do, on the Yalu. When these are completed, thirty more will be erected in the near future. Owing to the presence of dense fogs in spring and summer in Korean waters, the lighthouses will be equipped with fog-bells, the steamers, which is a much better device, being considered too expensive. It is probable that the present Dr. Ishibashi, Japanese engineer, is in charge of the construction work.

# TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE WAR.

## THE JAPANESE ADVANCE.

## NEW LINE OF ATTACK.

## FURTHER DIVISIONS LANDED.

YOKOHAMA, 9th June, 10.30 a.m.\*

The correspondents of the *Jiji* and *Asahi* report that the Japanese have successfully landed at a place, the name of which the authorities will not divulge.

The debarkation of the troops was effected in heavy weather on the 3rd, 4th, and 5th inst. As the presence of the enemy caused some insecurity an aggressive forward movement was immediately ordered. The enemy's retreat was cut off.

The first Army Corps, moving onward leisurely, occupied Aiyarghien-mun. The second Army Corps forced back the Russian outposts, and pushed northwards to Chinkaitun.

## CHINA'S FIRM ATTITUDE.

## REFUSES RUSSIAN DEMANDS.

According to the *Jiji*, on the 6th inst., the Imperial Government in Peking handed to M. Messar a formal refusal to accede to Russia's application for railway, telegraphic, and mining privileges in the Province of Sinkiang.

\* Received 6.05 p.m.

## IN BANKRUPTCY.

Sitting in bankruptcy jurisdiction at the Supreme Court this morning, the Chief Justice, Mr. W. M. Goodman, had three cases brought to his notice.

The first was that of Tung Chan *ex parte* the Sui Kat Bank, in which Mr. J. S. Harston, of Messrs. Ewens and Harston, applied for leave to withdraw the petition and discharge the interim receiving order which had been already granted. He mentioned that sixty-six per cent. would be about the amount payable out of the assets—His Lordship asked if he could give any precedent for such a course being adopted, and Mr. Harston replied that he had made a search and was unable to find any guiding case. —Mr. P. W. Goldring, from the office of Mr. J. Hastings, who appeared for the debtor, was asked by His Lordship what he thought of the matter, and he replied that he was merely a spectator. He mentioned that one of his clients, a partner in the firm, had committed suicide at Canton, but his Lordship thought that that incident had nothing to do with law. He refused to grant the application, and said the ordinary course of procedure would have to be followed, and a meeting of creditors called.

Then came a question as to costs regarding the Chi Loong firm *ex parte* Joo Tek Sang bankruptcy proceedings. Mr. Goldring appeared for the petitioning creditor, and made an application for costs, and his Lordship, being satisfied that the proceedings brought by applicant had resulted in the property of the bankrupt being preserved for the benefit of creditors, granted same.

The other matter which occupied his attention was an application by Mr. F. P. Heit, on behalf of Mr. Frederick Nolte, late proprietor of the Hotel America, for a receiving order. Replying to his Lordship, debtor said he was the same man who had given evidence in an embezzlement case, regarding Paul Roche, who was manager of a cigar factory. He admitted that he had lost money in the factory, and said he sold the Hotel America for \$16,000 out of which he had to pay \$5,000 on a bill of sale and \$3,000 on a promissory note. The order was made, and Mr. Bruce Shepherd appointed Official Receiver.

## SHIPPING AND MAILS.

### MAILS DUE.

Australian (*Chingfu*) 13th inst.  
Indian (*Catherine Ahear*) 14th inst.  
Canadian (*Empress of India*) 14th inst.  
Indian (*Namsang*) 21st inst.  
Canadian (*Athenian*) 28th inst.

The C. N. Co's s.s. *Taming* left Manila yesterday, and is expected to arrive here on 11th inst.

The C. N. Co's s.s. *Kantu* left Tientsin for Chefoo and Lolo on 7th inst., and is expected to arrive here on 11th inst.

The C. N. Co's s.s. *Chingfu* from Australian Ports left Manila yesterday, and is expected to arrive here on 11th inst.

The C. P. & O. s.s. *Empress of China* arrived at Kobe on 7th inst., on 7th inst., and left again at noon Wednesday for Yokohama, where she is due to arrive at noon on 9th inst.



## TELEGRAMS.

## THE SIKH WATCHMAN CASE

AT CANTON.

WITNESS MISSING.

(From Our Correspondent.)

CANTON, 9th June, 9.50 a.m.

The case against the Mahomedan watchman, named Abdul Mali, who is charged with the murder of a co-religionist, at Sainam, has been postponed until Monday owing to the absence of one of the witnesses.

(Reuter's.)

## The War.

LONDON, 7th June.

The Tsar has ordered the mobilisation of the first Army Corps, which includes the St. Petersburg district.

General Kuropatkin reports a five hours' fight on the 3rd instant at Khotsiaputse, 18 miles west of Feng-huang-cheng. The Japanese attempting to advance from a fortified position were driven back by Cossacks, assisted by field guns; sixteen Cossacks were wounded.

LATER.

## Sale of a German Liner to Japan.

The S.S. *Hochheimer* of the Hansa line, Bremen, has been purchased by the Japanese Government.

## The Russian Baltic Fleet.

Naval experts are convinced that the Baltic fleet, whose date of departure is constantly deferred, will never reach the Pacific, if it starts.

## Shipping.

The *Pleiades* from Yokohama has arrived at Vancouver after being towed 800 miles after having lost her propeller.

## THE B. T. B. CO.'S S.S. "PLEIADES"

Messrs. Dodwell & Co., Ltd., general agents of the Boston Tow Boat Co., write, under today's date, informing us that this Company's s.s. *Pleiades* arrived at Victoria on the 6th instant with her tail shaft broken, and that in consequence the cargo booked for her will be shipped by the *Hyson*.

## TO BE TOLD TO THE MARINES.

An officer belonging to one of the ships of the British fleet now at Woosung, was asked the other day if there was any special significance in the presence of such a formidable naval force in these waters at the present juncture, and replied no, there was not; the ships had merely come up to the Yangtse in order that their bottoms might be cheaply and expeditiously cleaned without the trouble and inconvenience of putting them into dock.

He proceeded to explain that fresh water is particularly fatal to barnacles, and a swift fresh-water current, such as that which rushes past Woosung during all states of the tide, even at slack-water, has a marvellous effect in scouring the bottoms of men-of-war clear of barnacles, seaweed, and all manner of marine growths and excrescences, and that as the Admiralty authorities could not very well bring down the Whangpoo and the Yangtse Rivers to Hongkong to do the Admiralty cleansing, the ships had to be sent up to Woosung to undergo the purifying process.—*Shanghai Daily Press*.

## SAILORS FIGHT WITH CENTIPEDES.

The Italian bark *Aniol Menoth* recently arrived at Philadelphia with a cargo of bones. When the hatches were lifted and preparations were made to unload the cargo, the sailors had an experience that almost turned their hair white.

When the sailors went below they discovered a horde of tarantulas and centipedes prepared to give battle. As the crawling enemy advanced to the attack, the sailors prepared to repulse them. They had armed themselves with long, strong bones and with these they fought and beat off tarantulas and centipedes. It was a fight against too heavy odds. The foe was too numerous. As fast as one tarantula would be killed another would take its place.

In the battle not a few of the seamen were nipped in the legs and were saved from serious bites by the sea boots they wore. Those sailors who were in the hold of the bark soon became exhausted and others of the crew took their places. But they could not get rid of their tenacious foes.

Then the fighting sailors clambered out of the hold upon deck, leaving the tarantulas complete victors. Some of the tarantulas tried to follow the retreating seamen, but as soon as they showed themselves above hatches they were easily destroyed. After the retreat of the sailors, the tarantulas and centipedes again took refuge in the bones.

Captain Ferrara and his officers held a council of war. It was determined to kill the tarantulas and centipedes by fumigating the hold. This was accordingly done. The hatches then were replaced and sulphur was allowed to do its work. Later the hatches were removed and dead insects were seen on top of the cargo of bones.

## THE WAR.

## THE BATTLE OF KINCHAU.

A HARD FOUGHT FIGHT.

The following further details of the battle of South Hill as reported by General Oku have been published by the Imperial Headquarters:—The Army Corps, having completed the preparation for the attack on the enemy by the 25th ult., commenced operations at midnight, and advanced towards the South Hill of Kinchau, the Fourth (Osaka) Division forming the right wing, the First (Tokyo) Division the left wing, and the Third (Nagoya) Division the central column. The night was extremely dark with a heavy thunderstorm, and nothing could be seen, which made marching very difficult. At 4 a.m. a flying column was sent to occupy the city of Kinchau, which was done.

The artillery was to have opened fire at 4.30 a.m. on the 26th, but owing to the dense fog prevailing, this was deferred by one hour. At 5.30 the whole force of artillery under the command of Major-General Uchiyama commenced firing against South Hill. From 6 a.m. four vessels from the Imperial Fleet, which took up a position in Kinchau Bay, assisted the army in shelling the enemy, who responded with the whole of their artillery on the forts, and severe fighting ensued. In about three hours, however, the enemy's fire greatly abated, thus giving the opportunity to our infantry, who advanced and approached to within about 300 to 550 metres of the enemy's first line of defence in face of their fire, but the troops had to halt several times before reaching their goal. By 11 a.m. the enemy's guns at Ruten were all silenced by the fire of our artillery, and about two batteries of their quick-firing field guns soon retreated to Nankwanien, from where they continued to fire upon us at intervals to the end of the battle. About 10 a.m. a Russian gunboat appeared on the east of the fort on Washo Island in Dalny Bay, and fired at the rear of the left flank of the Third Division. A landing party from the gunboat attempted to land in five steam launches in the vicinity of Kodogai, but a contingent of our troops having been sent to oppose this, the Russians returned to their ship. Four 9 cm. guns at Dalboshin continued to fire at the Third Division till about 7 p.m. The artillery of our left wing engaged these guns, but owing to the great range our fire had not full effect.

The enemy's position on South Hill was a precipitous elevation, and was very strongly defended. A sort of half permanent fortress was constructed and mounted with about 70 guns of all sizes, in addition to eight machine guns, all surrounded by strong earthworks, protected with covers for infantry fire. To the front of the position were mines and barbed wire, a large number of machine guns occupying the intervening space between the mines. Our artillery exerted themselves to the utmost to destroy these defence works and moved their position several times, approaching nearer to the enemy and assisting the infantry in their advance. The enemy made such a stubborn resistance that the situation remained unchanged till 5 p.m., and there was yet no opportunity for an infantry charge. The Third Division, forming our left wing, was surrounded by the enemy's infantry, who gradually increased in front of our left flank assisted by two batteries of artillery at Nankwanien. The left flank of the Third Division was hard pressed, and by this time the ammunition of our artillery was becoming so scarce that fighting could not be continued much longer. Such being the case, the infantry was ordered forward regardless of the loss which might be suffered, and meantime the artillery kept up a continuous hot fire, using up all available ammunition. The infantry of the First Division, in the highest spirits and with great valour, made a gallant charge, but suffered very serious loss by the sharp-shooting and flank fire of the enemy, being ultimately compelled to halt. Happily at this moment the Squadron in Kinchau Bay renewed their heavy fire on the left flank of the enemy, and endeavoured to silence their artillery, greatly assisting our Fourth Artillery Regiment. The whole of the Fourth Division seized this opportunity to press hard on the left flank of the enemy, and advanced on to their position on the elevation, while the First and Third Division followed and forced their way to the forts, passing over bodies of dead and wounded which lay in considerable number. They engaged the enemy at close quarters, bayonet to bayonet, and at length forced the Russians to retreat, occupying the Hill and planting the national colours on every fort. It was then a little past 7 p.m. The Russians retreated in disorder in the direction of Port Arthur, but before leaving the position exploded the powder magazine at Dalboshin. A portion of the Army Corps and our artillery went in pursuit of the retreating forces.

The whole of our Army encamped on the battle field, when both officers and men were in the best of spirits, loud cries of "Banzai" being heard in all directions. The strength of the Russians was about one division of the field army ("yaseo gun"), two batteries of artillery, in addition to the artillery of the forts and marines. Apparently the enemy did all they could to obstruct our march at South Hill with a view to protecting Tallienwan and Port Arthur, and it appears that their defensive works were being much strengthened. Their casualties cannot be ascertained, but counting only the bodies of the dead left on the field, these number no fewer than 900. A number of officers and men have been taken prisoners. The material falling into our hands comprise some 8 guns, ten machine guns, one electro-motor steam engine, electric light apparatus, one dynamo, about fifty mine tubes, and a quantity of rifles, ammunition, &c.

## PRESENT CONDITION OF THE RUSSIANS AT PORT ARTHUR.

Chefoo, 3rd June. Chinese carpenters who escaped from the Dockyard at Port Arthur to this Port, report that the Russian Authorities at Port Arthur have recently had five of their warships beached and the large guns removed from them. These guns were to be used by the Marines who have been converted into land troops and have gone north. Twelve or thirteen torpedo boats and destroyers were seen in the Eastern Harbour. Our informants also report that although the Russians declare that the provisions at Port Arthur will last them three full months, the truth is that they will be exhausted in about two months. In the Dockyard are now six hundred Russians and a hundred native workmen and coolies and as the latter were not paid and their provisions were gradually dwindling, they thought that it was more advisable to escape from the place.

Tokio, June 3rd.—It is stated here, upon the highest official authority, that Port Arthur will be captured about the middle of the present month.

## RUSSIAN VERSION OF THE FIGHTING.

Shanghai, 4th June.

Major-General Dessino, the Russian Military Agent in China, has issued the following telegram:—

Moukden, 3rd June, 7.35 p.m.

Our cavalry had on the 30th May an engagement near Wu-fang-kou with a Japanese detachment consisting of two or three battalions and two squadrons of cavalry. One Japanese squadron was nearly annihilated by one of our squadrons of Siberian Cossacks, with whom they had a hand to hand fight, while another Japanese squadron suffered very great losses from our dismounted men. Our losses are insignificant.

(Signed) Major General FLOUG, Quartermaster-general.

## ON THE YALU.

A dispatch to the *New York Journal* from Antung says the flag of Japan flies over sixty miles of the valley of the Yalu. Far in a d Japanese cavalry have been streaming north towards Liaoyang and the main division of the Russian army. A fresh division of Japanese troops has been pouring in from the sea. Every hour brought increased evidence of the completeness of the Russian defeat. Long lines of Russian prisoners, continues the dispatch, are constantly marching into Antung from the front. They are mostly of gigantic stature, grey-coated and wearing shaggy shakos, in striking contrast to the Japanese troops who constitute the guard. The Russians seem amazed at the speed and force with which the Japanese strike. The prisoners are battleworn and show from their dazed expression a sense of having experienced incomprehensible calamities at the hands of the Japanese. Many wounded Russians have been brought in by the Japanese. The hospital at Chulien-cheng is overcrowded with wounded, most of whom are soldiers of the Tsar. The battle-field presented a sickening spectacle following the engagement. Japanese and Russians lay intermingled, their faces turned to the sun some dead, others dying, and more being deftly cared for by skilled surgeons. One detail which differentiates the systems of the two armies caught the eye at once. Upon the breast of each Japanese soldier is pinned when he goes into battle an identification ticket containing his name, rank and regiment. After a battle it is easy to identify the dead and wounded. About the Russians there is nothing to furnish a clue to the identity of the slain.

A Chefoo dispatch to the *Kobe Shinbun* states that the Russian gunboat which shelled the left flank of the Japanese army during the attack of South Hill was the *Bobr*. The gunboat was chased by the Japanese squadron on May 26th and sought shelter in Dalny Bay. It is reported that the vessel was blown up and sunk by her crew after the battle. This vessel is of 950 tons displacement, and is an old boat, having been launched in 1885.

## RUSSIAN GUNBOAT'S ADVENTURE.

An interesting incident in connection with the various stories related about the successful, or unsuccessful attempts to block Port Arthur Harbour, as the case may be, is related by an officer on one of the merchant vessels which has been lying in Dalny since the outbreak of the war. Those who have followed closely the reports coming from Tokio will remember that an official telegram received some days since mentioned the fact that a Russian gunboat had fired on the left wing of the Japanese troops in the vicinity of Tallienwan. The officer in question, who has recently arrived from Dalny and who vouches for the truth of his story, states that about May 26th the *Amour* left Port Arthur to lay mines outside. The Japanese squadron was known to be close by, and in order to divert the attention of the enemy from the work of the *Amour*, the Russian gunboat *Bobr* with an escort of two torpedo boats left the harbour at the same time, and succeeded in drawing the enemy's attention and fire. Being closely pressed, the *Bobr* with her little escort was compelled to make a run for Dalny, the nearest shelter, which she reached in safety, fortunately passing over the mines laid about that port. She now lies at anchor in Dalny, having accomplished her mission. The *Amour*, her work completed, retired without molestation.

If the official reports are correct, the *Bobr*, even when hard pressed, took a passing shot at the troops near Tallienwan, passing through the death traps about Dalny and reaching the harbour without harm.—*Chifoo Daily News*.

It is reported that a type of submarine has been planned, which allows of greater accommodation for the men. It is recognised that the cramped position of the men in the present type of vessel is in itself a danger; that unless more space is given there will always be a possibility of accident. There is, of course, no idea of making the men comfortable. This, in the circumstances, is impossible; but as they are not shut up for any great length of time, it is hardly necessary. It is also reported that a process has been invented for the production of oxygen while the boat is under water.

## DE ROUGE MONT'S RIDE.

TUTORING THE TURTLE FOR THE GREAT CHANNEL TRIP.

The greatest war "special" of the age is undoubtedly M. Louis de Rougemont. Fresh from the din of battle and the wild wastes of Korea, he was at home to me yesterday, writes a representative of *The Daily Chronicle*, to whom he promised to confide the very latest from the Far East. Being De Rougemont, it was naturally quite unnecessary for him to go to the scene of operations. Thousands of miles even do not impede his sight. For him the censor has no terrors. Wireless telegraphy pales in his presence. He is there; he sees everything, and, what is more, sees it all from a top back room somewhere in the neighbourhood of Euston-road.

Hypnotism does it; at least, he says so. "Last night," for example, "I was in Port Arthur. A few days before I was on the banks of the Yalu River and heard the thundering of the guns when the Russians fell. How do I manage it? You, of course, know that I am studying hypnotism. All I do is to fling myself down upon a couch, and my marvellous gift does the rest. With every muscle, every limb of my body at ease—the tongue even must be perfectly relaxed—I am able to go whither I will, and call into my presence what spirits I choose. So it happens that I am able to travel the world over just as I please."

"What, then, did you see at Port Arthur, M'sieu?" "Ha! Now you want to know something. Do you remember when the anxious days of Peking stirred the whole nation? Well, I saw the whole business from beginning to end. In fact, I went to a publisher and offered to supply him with all the latest news, but when he had the impudence to ask me if they were all safe in the Legation, and that before he had arranged any terms, well, I was disgusted. My news was worth handfuls of gold, and—"

"But what about Port Arthur? Has it been bottled up at last? And where are the war correspondents?"

"Oh, yes!" began the "special," looking uncomfortably wise. "H'm. Yes. Port Arthur. Did I ever tell you what happened to me two years ago, when I was in South Africa during the Boer war?"

"No, M'sieu. But, really, I'm exceedingly anxious about Arthur. Surely you can tell me what you saw?"

## A CHAT WITH DICKENS.

"Ah, yes. Ladysmith. Oh! You meant Port Arthur? Well, some other time. Don't bother me now. I'll tell you something about my researches into the world unseen. Do you know that quite recently I have been meeting a number of people who passed over years ago. Charles Dickens, for example. We are great friends. He and I had a long conversation a few months ago, and a real good sort he is too. 'Ah, De Rougemont,' he said (he has great sympathy for me), 'they have called you the champion liar, but some day they will extol you as you deserve.'"

"And what did he say about the other side?" "Well, he assured me that if he had only known the things that he knows now life would have been sweeter and happier. And then in his own graphic way he described the beautiful scenery of the heavens, the lakes, the mountains, and the rivers—it was grand. And would you believe it, amongst my friends of the other world is William Shakespeare?"

But never a smile or a frown ruffled the placid features of De Rougemont as he went to make some revelations about the authorship of the plays.

"Shakespeare wrote them, of course. He told me so. He said, 'Louis, my friend, they may say what they like, but I wrote those plays. Of course, I'm not going to say but what Bacon was a very clever man, but all that he knew was obtained through hard study. I did nothing. I simply sat down and wrote.' 'I do the same myself, you know. Just now I am writing a book. I don't care what it is, psychology, biology, science, nature, De Rougemont knows them all, for I am inspired, and my books, when they are published, for no publisher will at present give me what I want for them, will shake the world.'"

That might be. For the present it was interesting enough to hear his views on the hereafter.

"Death?" he replied, vigorously attacking a chicken cutlet. "Death? There is no death for De Rougemont. I shall never die. I shall pass over, and I perhaps be for years without knowing that any change has taken place. Life will be much the same as it is here. Flying wondrously, of course, there may be, turtle riding to perhaps, as you suggest, and even twopenny tubes, for I suppose travelling in some form or other will be possible. And now I must really go and see about those turtles. They are due to arrive this afternoon."

Therefore it was that, down in the depths of a City cellar, I soon afterwards found myself along with De Rougemont inspecting thirty turtles that had just come from Nicaragua. At least M'sieu did the inspecting with a poke here and a kick there, all the time muttering to himself and shaking his head whilst others were fished out of a big tank and laid helpless on the ground. "Now this one," he would say, "it has no vitality. Look at its eyes. It is no good. Shall I ever get something big enough to ride?"

At that moment, with a flop of the fin, one weary monster, its eyes rolling languidly, was dragged from the tank and deposited at his feet. The effect upon De Rougemont was remarkable. Here was the very thing. With the touch of an expert he held up its head, stroked its chin, stepped back a pace or two in order the better to examine his prize, knelt down by its side, handled it again, and at last rose up, satisfied, determined that this and no other should bear him to victory.

Peering over his shoulder, I awaited developments. Tired after his long day's journey, it was just a question whether the creature would be lively enough to carry out its part of the bar-

gain. As usual, De Rougemont was equal to the occasion.

## MORE LIFE FOR THE TURTLE.

"More life!" he exclaimed. "It must have a few passes, thus" (turning up his sleeves) "and the turtle yields to my influence." Of course, it was not to be expected that the initiated on-looker could see the passes doing their work. True, the creature's eyes did blink, but whether it was winking one and keeping the other open in case anything happened, it was impossible to say. It was sufficient for us to be told that the spell had had its effect. To-morrow it is to have some more, 'if it wants it.'"

The next question was: Given a tank De Rougemont, would the turtle play its part?

So we had it put back into the tank. There was only a foot of water, but of that we had no official knowledge. "Now we shall see his vitality," said M'sieu. "Allez! Allez, mon ami! Go on!" And he pushed it to the bottom, hanging on to its neck with a great show of bravado to see if it would pull. But even turtles are not to be hustled—this one least of all. Never an inch did it budge. He hammered, implored, pushed, and floundered, but 'twas of no use. The turtle was adamant.

Fearfully the *Chronicle* representative ventured to observe that the great day was further off than ever. "A thing like that! Who in this world could ride it?" I was quickly answered.

"Now you think I can't do it. But London will yet see that I have spoken true."

"But now? Could M'sieu say—?"

"Ye-es. The turtle. H'm—But what is that I see? Five o'clock! I must go."

And off he went to his couch, with an emphatic promise that to-morrow, at all events, we should hear something about Port Arthur.

## COMMERCIAL.

## SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Farnham	154 b
Hongkong Wharves	150 b
Shanghai Lands	109 1/2
Chinese Engineering	7 s.
Langkats	310 b.

Advices dated Shanghai, 4th inst., state: Business reported:—Farnham, Boyds at Tls. 150 for August, Tls. 160, for August and Tls. 162 for September. China Sugars at \$16 1/2 and \$16 3/4. Shanghai Lands at Tls. 109. Astor Hotels at \$34. Business done direct:—Indo-China at Tls. 86 1/2. Farnham, Boyds at Tls. 150 cash, and Tls. 161 for August. Oriental Golds at \$11 gold.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T.	1/9 11/16
Do. demand	1/9
Do. 4 months' sight	1/9 15/16
France—Bank T.T.	2/27
America—Bank T.T.	1/35
Germany—Bank T.T.	1/34
India T.T.	1/35
Do. demand	1/35
Shanghai—Bank T.T.	7/11
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108 1/2

## Buying.

1 months' sight L/C	1/10 1/16
6 months' sight L/C	1/10 3/16
30 days' sight San Francisco & New York	4 1/2
1 months' sight do.	4 1/2
30 days' sight Sydney and Melbourne	1/10 5/16
6 months' sight France	2/31
1 months' sight "	2/31
6 months' sight Germany	1/89
Bar Silver	35 1/2
Bank of England rate	3 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	@ 96 1/2
" Old	@ 103 1/2
" Older	@ 1,100 1/2
" Oldest	@ 1,220 1/2
Patna New	@ 1,192 1/2
" Old	@ 1,212 1/2
Bengal New	@ 1,160
" Old	@ 1,180
Persian (Paper)	@ 900 3/4

## To-day's Advertisements.

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by FRIDAY, the 10th instant at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. E. W. TILDEN, Agent.

Hongkong, 9th June, 1904.

## JAVA-CHINA-JAPAN-LIJN.

FROM JAVA PORTS AND MACASSAR.

THE J. C. J. L. Steamship "TIPANAS"

Captain Zwart, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after June 11th will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. No Fire Insurance has been effected.

The Steamer will be despatched for KOBE and YOKOHAMA on the 15th inst.

Head Agency of the JAVA-CHINA-JAPAN LIJN, Alexandra Buildings, Hongkong, 9th June, 1904.

## To-day's Advertisements.

## THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY.

## FOR FEW NIGHTS ONLY.

FANNY STANLEY'S COMIC OPERA & DRAMATIC COMPANY, 25 ARTISTS.

GRAND OPENING NIGHT, TO-NIGHT (THURSDAY), June 9th. The Delightful Comic Opera in 3 Acts, "DOROTHY."

TO-MORROW (FRIDAY), June 10th. The Great Adelphi Nautical Drama in 5 Acts, "HARBOUR LIGHTS."

SATURDAY, June 11th. The Emotional Drama in 5 Acts, "EAST LYNN."

Miss FANNY STANLEY in her grand impersonation as Lady ISABEL and Madame VINE.

MONDAY, June 13th. Comic Opera, "LA MASCOTTE."

TUESDAY, June 14th. Comic Opera, "MIK A DO."

in its entirety. WEDNESDAY, June 15th. Comic Opera,

"THE NAUTIC GIRL."

All New Scenery, New Costumes, &c. BOX PLAN NOW OPEN AT ROBINSON PIANO COMPANY.

Prices ... 3, 2 and 1 Dollars. Doors Open 8.30. Overture 9 P.M. Late Tram will run after each performance, also Landau to Kowloon.

Representative, T. EMPSON.

Hongkong, 9th June, 1904.

## OPENING OF AQUATIC SEASON.

THE COMMITTEE of the V. R. CLUB request the pleasure of the Company of the LADIES of HONGKONG at the CLUB ENCLOSURE, Kowloon, on SATURDAY, the 11th inst., at 4.30 P.M.

The Secretary's Launch will leave Blake Pier at 4 P.M. sharp to convey Spectators and Competitors.

Entrance fee:—Non-Members, 50 Cents. HAROLD C. AUSTEN, Acting Hon. Secretary.

Hongkong, 9th June, 1904.

## NOTICE.

MR. ATHAIS, formerly OFFICER in the Service of the OCCIDENTAL AND ORIENTAL S. S. Co., is requested to kindly communicate with—

T. C. MACKAY, at the offices of the P. M. S. S. Co.

Hongkong, 9th June, 1904.

## EXCURSION TO MACAO

ON SUNDAY, 12TH INST.

THE New and Fast Steel Twin-screw Steamer "CHARLES HARDOUIN,"

1,400 tons, 14 knots, Capt. Merlin, will make an Excursion trip to MACAO, leaving the Company's wharf in Hongkong, at the end of Queen's Street, Praya West, at 9 A.M., and leaving Macao at 8 P.M., on the return voyage.

FARE \$3.—RETURN



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

Fortnightly sailings for London and Continent.  
Monthly sailings for Liverpool.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KINTUCK"	On 12th June.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW AND LIVERPOOL	"OANFA"	On 14th July.

S.S. "KIN TUCK" left Singapore on the 7th inst., and is due here on 12th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 15th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP	"YANGTZE"	On 5th July.
GENOA, MARSEILLES & L'POOL	"KINTUCK"	On 19th July.
LONDON & ANTWERP	"KEEMUN"	On 25th July.
	"MOYUNE"	On 2nd August.

## TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL  
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.  
S.S. "NINGCHOW," from Pacific Coast, via Japan, is due here on 10th inst.  
S.S. "HYSON" is expected to leave Victoria, B.C. for Japan and Hongkong on 10th June.  
For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th June, 1904.

## CHINA NAVIGATION CO., LIMITED.

## FOR STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"SUNGKIANG"	On 10th June.
SHANGHAI	"TAIWAN"	On 10th "
MANILA	"CHANGCHOW"	On 11th "
KOBE	"TAMING"	On 15th "
SWATOW, CHEFOO and TIENTSIN	"CHINGTU"	On 16th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 20th "
	"KANSU"	On 20th "
	"CHINGTU"	On 5th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th June, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 11th June, at 10 A.M.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 18th June, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 4th June, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schmidt	June 14th, 1904.
"NICOMEDIA"	4,370	Wagner	July 14th, "
"ARABIA"	4,483	Bahle	August 14th, "
"NUMANTIA"	4,370	"	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao, Week Days at about 2 P.M. and Sundays about 3.30 P.M.

FARE (Week Days) 1st Class (including cabin and servants), \$5; Return Ticket, \$8; 2nd Class, \$3; 3rd Class, 10 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$1. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 hours to reach Macao.

## MINGON &amp; CO.

2nd Floor, No. 15, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

## THE British Steamship

## "YING KING,"

Capt. Wm. Robinson, of 1,008 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO. LD.,

No. 216, Wing Lok Street.

WENDY & CO.,

Canton Agents.

Hongkong, 16th April, 1904.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

## I. TREVOUX &amp; CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

## "PAUL BEAU."

Captain Fangeul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese......80

Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

## Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WAI KER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO. LD., and

YUEN ON S.S. CO. LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE".....24th June.

"ST. WILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 9th June, 1904.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "YUENSANG."

Captain P. H. Rolfe, will be despatched as above, TO-MORROW, the 10th inst., at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 9th June, 1904.

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

## "PURNEA."

Captain F. W. Packham, will be despatched as above, on SUNDAY, the 13th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 6th June, 1904.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

## "LAISANG."

Captain Tadd, will be despatched as above, on TUESDAY, 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 9th June, 1904.

## Shipping—Steamer.

## NAVIGAZIONE GENERALE ITALIANA, (Ritiro e Ribalzo Unita Compagnie).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUETZ PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above TO-MORROW, the 10th inst., at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 9th June, 1904.

## Intimations.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: 345 Per Quarter

NO CHARGE FOR INITIAL.

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON,

A.N.I.C.,

Manager.

Hongkong, 11th April, 1904.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 1st June, 100 cts. per 5 lbs.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" Serjion—Ngau Lau 26

" Sausages—Ngau Yuk Chung 26

Bullock's Brains—Know..... per set 9

" Tongue fresh—Ngau Li..... each 45

" Corned—Ham Ngau Li..... 55

" Head—Ngau Tau 55

" Heart—Ngau Sum 9

" Hump, Salt—Ngau Kin..... 14

" Feet—Ngau Kerk..... each 8

" Kidneys—Ngau Yiu..... 8

" Tail—Ngau Mei 16

" Liver—Ngau Con..... 9

" Tripe (undressed)—Ngau To..... 5

Calves' Head and Feet—Ngau-chai-tau-keok..... 75

Mutton Chop—Yeung Pai Kw..... 24

" Leg—Yeung Pei 24

" Shoulder—Yeung Shau 20

Pigs' Chindings—Chi cheong 16

" Brains—Chi Know..... per set 2

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 15

" Heart—Chi Sum..... each 8

" Kidneys—Chi Yiu..... pair 7

" Liver—Chi Koa 24

Pork, Chop—Chi Pai Kwat 23

" Corned—Ham Chu Yuk 24

" Leg—Chu Pei 18

" Fat or Lard—Chu Yau 18

Sheeps' Head and Feet—Yeung Tau 50

" Kerk..... set 6

" Heart—Yeung Sum..... each 10

" Kidneys—Yeung Yiu..... 10

" Liver—Yeung Con..... 22

Sucking Pigs, To Order—Chu Chai 16



## HONGKONG METEOROLOGICAL SIGNALS.

## A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.  
Ferry Company's Pier, Ice House Street.  
Blake Pier.  
Post Office.  
Harbour Office.  
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOG,

Acting Director.

Hongkong, Observatory, 1st January, 1904.

## Shipping.

Stentor, Br. s.s., 4,308, C. Jackson, 8th June.—Liverpool 30th April, and Singapore 2nd June, Gen.—B. & S.

Choyang, Br. s.s., 1,424, H. J. Roope, 8th June.—Shanghai and Swatow 7th June, Gen.—J. M. & Co.

Shaoching, Br. s.s., 1,310, B. Harris, 8th June.—Saigon 3rd June, Rice—B. & S.

America Maru, Jap. s.s., 1,465, W. W. Greene, 9th June.—San Francisco 12th May, and Shanghai 6th June, Mails and Gen.—T. K. K.

Else, Ger. s.s., 903, J. Petersen, 9th June.—Touane 6th June, Cals.—J. & Co.

Palatena, Br. s.s., 2,330, C. S. Jackson, 9th June.—Barry 1st April, Coal.—B. & S.

Fausang, Br. s.s., 1,410, T. Mitchell, 9th June.—Saigon 5th June, Gen.—J. M. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, L. Gorken, 9th June.—Bangkok 3rd June, Rice—B. & S.

Heathford, Br. s.s., 2,435, Coward, 9th June.—Mofji 4th June, Coal—B. & Co.

## Clearances at the Harbour Office.

Hot Ho, for Canton.

Hongkong, for West River.

Pronto, for Amoy.

Fausang, for Saigon.

Wingchai, for Macao.

Kwongtung, for Canton.

June 9.

Sachsen, for Europe.

Tern, for Manila.

Amara, for Hongkong.

Pera, for London.

Chowfu, for Bangkok.

Wosung, for Canton.

Monterey, Am. monitor, for Manila.

Siam, for Singapore.

Satsuma, for Amoy.

Dagmar, for Tauran.

Fonghing, for Shanghai.

Gregory Ahear, for Calcutta.

Kwanglo, for Shanghai.

Choyang, for Canton.

Per Choyang, from Shanghai, &c.—Mrs. Anderson, and 21 Chinese.

Per America Maru, from San Francisco &c.—Messrs. John J. Carl, A. H. Witham, John Galt, Mr. and Mrs. W. E. Craven, 2 Chinese, and 6 Japanese.

Per Fausang, from Saigon—Mr. McPhie, and 289 Chinese.

## Passengers departed.

Per Seydlitz, for Shanghai—Mr. and Mrs. Nielsen, Rev. T. Johnson, Miss F. Hober, Messrs. F. Hübner, F. Reinhold, Kanor, Glumaz, H. N. Ezra, Misses Feldmann, Roue, Stenger, Lander, L. Sauml, M. Fraser and E. Wowe. For Nagasaki—Capt. Muhle, Mr. J. Nakamura, Miss C. Whittemann, Mrs. Kevlin, Mrs. Oschitto, Mr. Malakow, and Miss Okim. For Kobe—Messrs. J. Luckert and T. Tonopara. For Yokohama—Messrs. J. Ryman, Na Tack Fung, Chan Chok Yue, Y. Cheup Yuen, Na Vick Si, W. W. Pelling, T. Kaseya, Tang Kwan Po, I. de Las Reyes, S. Nishigori, Yee Hang Sang, Fr. Bassah, G. M. Charles, Eloris, Marsi, Capt. T. Rowin, Mrs. L. Davies, Mrs. Robins, and Mrs. Weinberg.

Per Stentor, from Hongkong for Bremen, &c.—Mr. and Mrs. Ackenhausen, Mrs. Anderson, Messrs. W. Armendinger, Aslet, B. Becker, Capt. Bendixen, I. A. Bongard, Mr. and Mrs. F. Brammer, Mrs. Campbell, Miss Lily Carsin, Messrs. Chang Ting Chiang, Chiang Cha, Clark, Misses Clark, Cockshaw, Mr. F. Dallad, Rev. and Mrs. Day, and children, Messrs. H. Dobrikow, T. J. Eldridge, F. Foremny, Dr. Fuerstenberg, Mrs. Genick, Capt. Gertner, Messrs. Gippench, C. A. R. Hachfeldt, Mrs. H. Hattwig and child, Miss Hasenauer, O. Herrebuegh, P. Hessel, E. H. Hinds, Mr. and Mrs. C. W. Hodgson and child, Mr. W. den Hond, Mrs. Hoyer and children, Mr. J. F. Hu, Mr. and Mrs. K. Jwazaki, Mr. and Mrs. A. M. J. C. Jevoreen and children, Messrs. Johnson, F. T. Jones, P. de Jong, Keble, K. Kroeber, Kur, Mr. A. L. M. and Miss Lawhe, Messrs. Li Pung Vuang, O. Macnioni, Mrs. Maine and children, Messrs. A. Marth, Meyer W. L. Mitchell, N. J. Molokoff, Mr. A. Murphine and child, Mr. Nametser, Mrs. Nicholas, Messrs. W. van Ouden, Albert Otto, G. H. Peterson, A. Pichl, R. Pison, Mrs. Robinson, Mr. and Mrs. C. M. Russell, Mr. and Mrs. Sanborn, Messrs. A. Scermino, W. Schattneider, H. Schoenicke, H. Th. Schomaker, A. Schomburg, Mrs. Stephenson, Messrs. Strenger, S. Swart, Tawara, Mrs. M. Taylor, Miss Tamaela, Messrs. M. Timrod, Mr. and Mrs. H. Teyford and child, Messrs. P. Uehmann, W. J. Veale, Mrs. Vernon, Messrs. W. A. Washbrook, H. S. Washbrook, van de Weide, Mr. and Mrs. P. Witt and children, and Mr. P. Wurthmann.

## Ships Passed the Canal.

Outward—29th April—Armand Behle, Java. 3rd May—Andria, St. Kilda. 10th May—Benarty, Lowther Castle. 14th May—Neslor, Stentor, Sardinia, Anamba. 17th May—Casius, Kennebec, Denbighshire, Maacon, Vintmore, Main. 20th May—Gusta. 23rd May—Glenloch, Buena Vista, Yarra, C. Ferd. Laest. 27th May—Sotora, Keimur, Vega. 1st June—Anapa, Survia, Siam, Germania, Baden, Roon, Indragadi. 4th June—Tonkin, Moynie, Silvia. 6th June—Bantark. 7th June—Radnorshire.

Homeward—3rd May—Albena, Pak Ling. 14th May—Salazie, 17th May—Palawan. 1st June—Brigavia. 6th June—Telemachus.

Arrivals at Home—3rd May—Glendoc, Peleu, Roanoke, Armand Behle, Sithonia, Ajax. 4th May—Borneo. 6th May—Preston. 10th May—Konigsberg. 14th May—Bambere, Rhipes. 20th May—Hamburg. 23rd May—Sambdia, Silesia, (Aus). 27th May—Malacca, Machao. 1st June—Idomeneus. 4th June—Abyssinia, Prinz Heinrich, Annam. 7th June—Tydeus.

## Vessels in Port.

## STRAMERS.

Alesia, Ger. s.s., 3,312, F. Sachs, 7th June.—Hamburg 23rd April, and Singapore 1st June, Gen.—H. A. L.

Andren Rickmers, Ger. s.s., 1,020, H. Köhn, 7th June.—Bangkok 28th May, Rice.—B. & S.

Apowada, Ger. s.s., 611, A. P. Ulderap, 8th June.—Pakhoi 5th June, and Hoihow 7th June.—I. & Co.

Atholl, Br. s.s., 1,041, Wm. Watt, 3rd June.—Salina Cruz 10th April, Ballast.—C. C. S. S. Co.

Australian, Br. s.s., 1,784, W. G. McArthur, 7th June.—Sydney 14th May, and Manila 4th June, Gen.—L. & Co.

Borneo, Ger. s.s., 1,164, E. Muhle, 30th May.—Santakan 26th May, Timber and Gen.—M. & Co.

Canri, Ital. s.s., 2,717, G. Belsito, 1st June.—Bombay 17th May, and Singapore 28th June.—C. & Co.

Glenfarg, Br. s.s., 2,350, Holman, 6th June.—London via Port and Singapore 30th May, Gen.—M. G. Br. & Gow.

Haitan, Fr. s.s., 177, Andersen, 8th June.—Pakhoi and Hoihow 7th June, Gen.—A. R. M.

Heathburn, Br. s.s., 1,740, H. R. Keller, 4th June.—Mofji 29th May, Coals.—B. & Co.

Hopano, Br. s.s., 1,410, J. M. Hay, 31st May.—Nagasaki 26th May, Coal.—J. M. & Co.

Indrasambha, Br. s.s., 1,366, W. E. Craven, 7th June.—Kobe 1st June, Gen.—P. & A. S. S. Co.

Laisang, Br. s.s., 2,224, E. J. Tadd, 6th June.—Calcutta 21st May, Penang 26th, and Singapore 31st, Gen.—J. M. & Co.

Iveemoo, Ger. s.s., 1,738, Th. Lehmann, 8th June.—Canton 7th June, Gen.—S. & Co.

Mathilde, Ger. s.s., 678, Schlaikier, 9th June.—Hoihow 4th June, Gen. and Coal.—J. & Co.

Mercedes, Br. s.s., 1,997, G. S. McGregor, 30th May.—Wellington and New Zealand 7th May, Coal.—Admiralty.

M. Stive, Ger. s.s., 665, P. Brandt, 8th June.—Tamsui 5th June, Amoy 6th, and Swatow 7th, Gen.—O. S. K.

Oscar II, Nor. s.s., 2,000, R. Olsen, 8th June.—Mofji 2nd June, Coal.—M. B. K.

Phu Yen, Fr. s.s., 1,268, Thomas, 6th June.—Hongay 3rd June, Coal.—B. & Co.

Pitsanulok, Ger. s.s., 1,257, C. Fuchs, 5th June.—Bangkok 30th May, Gen.—B. & S.

Pronto, Ger. s.s., 612, Luppi, 8th June.—Amoy 6th June, Ballast.—H. A. L.

Rubi, Br. s.s., 1,611, R. W. Almond, 6th June.—Manila 4th June, Gen.—S. T. & Co.

Simon, Br. s.s., 2,179, Collins, 1st June.—Mororan 23rd May, Coals.—D. & Co. I.D.

Sunkiang, Br. s.s., 1,021, I. Robinson, 4th June.—Manila 1st June, Gen.—B. & S.

Taichow, Ger. s.s., 864, H. Albers, 8th June.—Bangkok 1st June, Rice.—M. & Co.

Taksang, Br. s.s., 977, W. P. Baker, 7th June.—Bangkok 31st May, Rice.—J. M. & Co.

Tientsin, Br. s.s., 1,217, J. Gibbs, 4th June.—Karatsu 1st June, Coal.—B. & S.

Wosang, Br. s.s., 1,123, H. S. Malkin, 6th June.—Swatow 5th June, Ballast.—J. M. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 7th June.—Manila 4th June, Gen.—J. M. & Co.

## SAILING VESSELS.

Eclipse, Br. ship, 2,078, I. McBryde, 10th May.—New York 10th Dec. 1903, Case Oil.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Ursin, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.

Odd, Nor. bq., 997, Arnoldsen, 28th May.—Runburg 2nd April, Timber.—S. T. & Co.

Trongate, Br. bq., 949, A. Hutton, 28th May.—Freemantle 23rd May, Sandalwood.—Gilman & Co.

## Ships Passed the Canal.

Outward—29th April—Armand Behle, Java. 3rd May—Andria, St. Kilda. 10th May—Benarty, Lowther Castle. 14th May—Neslor, Stentor, Sardinia, Anamba. 17th May—Casius, Kennebec, Denbighshire, Maacon, Vintmore, Main. 20th May—Gusta. 23rd May—Glenloch, Buena Vista, Yarra, C. Ferd. Laest. 27th May—Sotora, Keimur, Vega. 1st June—Anapa, Survia, Siam, Germania, Baden, Roon, Indragadi. 4th June—Tonkin, Moynie, Silvia. 6th June—Bantark. 7th June—Radnorshire.

Homeward—3rd May—Albena, Pak Ling. 14th May—Salazie, 17th May—Palawan. 1st June—Brigavia. 6th June—Telemachus.

Arrivals at Home—3rd May—Glendoc, Peleu, Roanoke, Armand Behle, Sithonia, Ajax. 4th May—Borneo. 6th May—Preston. 10th May—Konigsberg. 14th May—Bambere, Rhipes. 20th May—Hamburg. 23rd May—Sambdia, Silesia, (Aus). 27th May—Malacca, Machao. 1st June—Idomeneus. 4th June—Abyssinia, Prinz Heinrich, Annam. 7th June—Tydeus.

## Post Office.

## A Mail will close for:—

Canton—Per Kinkian, 10th June, 7:30 A.M.

Singapore, Penang and Bombay—Per Capri, 10th June, 11 A.M.

Macao—Per Hongkian, 10th June, 1:15 P.M.

Shanghai—Per Lyttimon, 10th June, 2 P.M.

Swatow, Chefoo and Tientsin—Per Wosang, 10th June, 3 P.M.

Cebu and Iloilo—Per Sunkiang, 10th June, 3 P.M.

Manila—Per Yunsang, 10th June, 3 P.M.

Shanghai—Per Taituan, 10th June, 3 P.M.

Nantao—Per Faltan, 10th June, 5 P.M.

Nantao—Per Taituan, 10th June, 5 P.M.

Sanbu—Per Hot Fu, 10th June, 5 P.M.

Macao—Per Wingchai, 10th June, 5 P.M.

Kongmoon, Kunchuk and Samshui—Per Tak Hing, 10th June, 5 P.M.

Canton—Per Pawan, 11th June, 7:30 A.M.

Manila—Per Rubi, 11th June, 9 A.M.

Mofji and Salina Cruz, (Mex.)—Per Chingwa, 11th June, 11 A.M.

Macao—Per Hongkian, 11th June, 1:15 P.M.

Shanghai—Per Chongchow, 11th June, 3 P.M.

Nantao—Per Taituan, 11th June, 3 P.M.

Sanbu—Per Hot Fu, 11th June, 5 P.M.

Macao—Per Wingchai, 11th June, 5 P.M.

Amoy, Straits and Rangoon—Per Purnie, 11th June, 5 P.M.

Canton—Per Pawan, 12th June, 9 A.M.

Kongmoon, Kunchuk and Samshui—Per Lintan, 12th June, 9 A.M.

Nantao—Per Taituan, 12th June, 9 A.M.

Sanbu—Per Hot Fu, 12th June, 9 A.M.

Macao—Per Wingchai, 12th June, 9 A.M.

Macao—Per Hongkian, 12th June, 9 A.M.

Macao—Per Hongkian, 12th June, 1:15 P.M.

Kongmoon, Kunchuk and Samshui—Per Tak Hing, 12th June, 3 P.M.

Nantao—Per Taituan, 13th June, 5 P.M.  
Sanbu—Per Hot Fu, 13th June, 5 P.M.  
Macao—Per Wingchai, 13th June, 5 P.M.  
Singapore, Penang and Calcutta—Per Lat-  
sang, 14th June, 10 A.M.  
Europe, &c., India, via Tuticorin—Per  
Australia, 14th June, 11 A.M.  
Manila—Per Taming, 15th June, 3 P.M.  
Manila—Per Zafro, 18th June, 9 A.M.  
Europe, &c., India, via Tuticorin—Per  
Coromandel, 18th June, 11 A.M.  
Swatow, Chefoo and Tientsin—Per Kansu,  
20th June, 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Empress of  
India, 22nd June, 11 A.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per Chingwa, 27th July, 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Empress  
of Japan, 13th July, 11 A.M.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 9th at 11:35 a.m. The barometer has risen in Japan and N. China and has fallen slightly in S. China and in the Philippines.

The greatest pressure is found in SW. Japan and the least in the China Sea. It is also low in the Pacific.

Gradients are slight on the China Coast and light variable winds will prevail in the Formosa Channel and light S. to SW. winds in the northern part of the China Sea.

Forecast:—Light S. winds, overcast, showery.

## CHINA COAST METEOROLOGICAL REGISTER.

June 8th, 1904, a.m.

Bar. Th. Hu. Wind W.

Vladivostok 7 a.m. — — — — —

Nemuro 6 a.m. 29.61 — — — — —

Hakodate 29.61 — — — — —

Tokio 29.61 — — — — —

Kochi 29.61 — — — — —

Nagasaki 29.61 — — — — —

Kagoshima 29.61 — — — — —

Oshima 29.61 — — — — —

Naha 29.61 — — — — —

Ishigakijima 29.61 — — — — —

Taichow 5 a.m. — — — — —

Taipei 5 a.m. — — — — —

Koshun 5 a.m. — — — — —

Pescadore 5 a.m. — — — — —

Guilaf 9 a.m. 29.81 73.81 — — — — —

Sharp Peak 29.81 74.86 — — — — —

Amoy 6.30 a.m. 29.92 72.95 — — — — —

Swatow 9 a.m. — — — — —

Canton 9 a.m. 29.85 78.84 — — — — —

Hongkong 10 a.m. 29.85 78.84 — — — — —

Victoria Peak 29.81 — — — — —



## Mails.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,  
at 1 P.M., the Company's Steamship  
"AUSTRALIEN," Captain Verron, with  
Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Port of Call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 13th June, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st June, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "COROMANDEL,"

Captain C. M. Montford, R.N.R., carrying H.M.  
Majesty's Mails, will be despatched from this  
Port for BOMBAY, &c., on SATURDAY, the 18th  
June, at Noon, taking Passengers and Cargo  
for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
transhipped from Bombay by the R.M.S. *Egypt*  
due in London on the 1st August.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 9th June, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Trenton</i> .....	9,606	T.W. Garlick.	June 28
<i>Lynx</i> .....	4,417	G.V. Williams.	Aug. 4
<i>Shawmut</i> .....	9,606	W.M. Smith.	Sept. 1
<i>Trenton</i> .....	9,606	T.W. Garlick.	Oct. 1
<i>Shawmut</i> .....	9,606	W.M. Smith.	Nov. 1

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

*Trenton*.....9,606 T.W. Garlick. (Ab. June 13)

*Shawmut*.....9,606 W.M. Smith. (Ab. Aug. 12)

## CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Trenton*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.

Bath's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings

Hongkong, 4th June, 1904.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "SEYDLITZ,"

of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 A.M.,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 14th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 14th instant, at  
9.30 A.M.

All Claims must reach us before the 19th  
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co.,

Agents.

Hongkong, 8th June, 1904.

## FROM HAMBURG, PENANG AND

## SINGAPORE.

## THE H. A. L. Steamship

"ALEZIA,"  
Captain Sachs, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 14th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

## HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 7th June, 1904.

## THE PORTLAND AND ASIATIC

## STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## S.S. "INDRASAMHA,"

FROM PORTLAND (OR.), YOKOHAMA,

KOBE AND MOJI.

THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersig-  
nature and to take immediate delivery of their  
goods from alongside.

Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 7th June, 1904.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM ANTWERP, MIDDLESBRO',

## LONDON, AND STRAITS.

## THE Steamship

## "GLENFARG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that  
their Goods are being landed at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can be  
obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognized.

## MCGREGOR BROS. &amp; GOW.

Hongkong, 6th June, 1904.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing Em-  
broidered, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superiores will also be most grateful  
for any PATCHES, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 2nd April, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half-year ending 31.12.1903 .....	61%	\$665 sellers
National Bank of China, Limited .....	4,453	£10	£8	\$175,533				London £66.10/-
Do. (Founders) .....	750	£1	£1	\$191,973	\$21,668	\$2 (London 3/6) for 1903 .....	51%	\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited .....	40,000	\$250	\$100	\$1,750,000 \$509,143 \$784,445 \$906,872 \$900,000	\$1,959,926	\$32 for 1902 .....	51%	\$545
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	\$151,992 \$331,342 \$321,183	Nil.	\$4 for year ended 30.4.1903 .....	61%	\$60 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 274,589	Final of £1 making £2 for 1902 .....		Tls. 62½ sales
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$700,000 \$37,704	\$186,284	\$12 for 1902 .....	91%	\$130
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902 .....	7%	\$215 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22½ for 1902 .....	71%	\$310 buyers
China Fire Insurance Company, Limited .....	20,000	\$100	\$10	\$128,075 \$2,501	\$319,047	\$6 dividend & \$1 bonus for 1902 .....	81%	\$86½ sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$350,000 \$533,000 \$149,409 \$140,000	\$41,538	\$1½ for second half-year 1903 .....	10%	\$30 buyers
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	£100,000 £80	£5,380	10/- for 1902 .....	5%	\$119
China and Manila Steamship Company, Limited .....	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900 .....		\$26
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$185,000 \$71,855	Nil.	\$3 for year ended 30.6.1903 .....	81%	\$36 sellers
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts. } .....	7 1/2 % 5 1/2 %	\$32 buyers \$23½ buyers
Straits Steamship Company, Limited .....	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903 .....	91%	\$135 buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903 .....	31%	25/- sales
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903 .....	51%	Tls. 35
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2½ making Tls. 4½ { Tls. 1½ making Tls. 3½ } .....	91% 71%	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901 .....		\$165
Luon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897 .....		\$9 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2½ for year ending 30.9.03 .....	41%	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin .....	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....		\$490
Raub Australian Gold Mining Company, Limited .....	150,000	£1	18/10	£4873	Dr. £7,236	No. 12 of 1/- .....		\$7 sellers
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/- .....		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903 .....	61%	\$215
S. C. Farham, Boyd & Co., Limited .....	55,700	Tls. 100	Tls. 100	Tls. 5,500,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03 .....	61%	Tls. 156
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	\$1,050,000	£43,732	\$6 for 2nd half year 1903 .....	41%	\$260
Riley Hargreaves & Co., Limited .....	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2½ bonus } for 1903 .....	61%	\$105 buyers
Do. (Preference) .....	2,750	\$100	\$100	\$14,000	\$29,926	{ \$7 dividend .....	61%	\$110
Howarth Erskine, Limited .....	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2½ bonus for 1902/3 .....	61%	\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd. ....	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015	Final of \$2½ making \$5 for 1903 .....	41%	\$110
Shanghai and Hongkew Wharf Company .....	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903 .....	71%	Tls. 145 sales
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903 .....	91%	Tls. 190 sellers
New Amoy Dock Company, Limited .....	6,000	\$64	\$64	\$35,500	\$489	\$1½ for 1903 .....	41%	\$30
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$500,000	\$1,966	Final of \$6 making \$12 for 1903 .....	71%	\$152½ sellers
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 Tls. 150,000 Tls. 177,444	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903 .....	71%	Tls. 108 buyers
Tientsin Land Investment Company, Limited .....	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903 .....	7%	Tls. 130 sellers
China Land and Finance Company, Limited .....	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2 .....	71%	Tls. 55
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903 .....	71%	\$26½ buyers
Wei-hai-wei Land and Building Company, Limited .....	3,764	Tls. 25	Tls. 25	none	Tls. 1,362	None .....	51%	Tls. 10
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 20 for 1903 .....	51%	\$58 buyers
HOTELS.								
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$100,000 \$10,771 \$20,000 }	\$3,161	\$5 for second half-year 1903 .....	71%	\$137 sellers
Astor House Hotel, Limited (Tientsin) .....	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903 .....	61%	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai) .....	30,000	\$25	\$25	\$22,000	\$16,301	\$2½ for year ended 30.6.03 .....	71%	\$35 sales
Hotel des Colonies Company, Limited (Shanghai) .....	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904 .....	71%	Tls. 14 sales
Queen's Hotel (Wei-hai-wei) .....	9,000	Tls. 25	Tls. 25	none	\$1,989	First year .....	121%	Tls. 25
Tientsin Hotel, Limited (in liquidation) .....	600	\$20	\$20	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903 .....	121%	\$40
Tientsin Hotel des Colonies, Limited .....	1,400	Tls. 50	Tls. 50	none	\$39,177	Interim of Tls. 3½ .....	71%	Tls. 50
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$200,607 \$50,000 }	\$39,177			
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903 .....	121%	Tls. 30 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 30,978	Tls. 88,034	Interim of 3 a/c 1898 .....		Tls. 25 buyers
Yung-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 a/c 1898 on 6,000 shares .....		Tls. 32½ sellers
Yee Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	\$4 for 1897 .....		Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31/7/03 .....	61%	\$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6 .....	10%	Tls. 60 sales
Thamra, Limited .....	300	\$100	\$100	\$43,000	\$57	\$125 for year ending 30.6.1900 .....		\$200
Philippine Company, Limited .....	67,500	\$10	\$10			First year .....		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited .....	100,000	\$10	\$10	\$350,000	\$31,115	\$1.50 for 1903 .....	5%	\$29 sales
China-Borneo Company, Limited .....	60,000	\$12	\$12	none	Nil.	60 cents for 1903 .....	6%	\$10
S. S. Watson & Co., Limited .....	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903 .....	71%	\$13½
Watkins, Limited .....	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903 .....	131%	\$7½ buyers
Singapore Dispensary, Limited .....	600	\$50	\$50	\$6,000	\$866	\$5 for year ended 31.7.1903 .....	7%	\$70
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903 .....	81%	\$60 sales
Hongkong Electric Company, Limited .....	30,000	\$10	\$5	none	\$3,453	{ 90 cents for year ending 30.4.1903 (45 cents) .....	61% 6%	\$14 \$7½ buyers
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	£21,855 { Tls. 100,000 Tls. 108,172 }	£7,387	{ £1 div. and 2/- bonus for 1902 Final of Tls. 3½ and bonus of Tls. 1½ making Tls. 8½ for 1903 .....	71% 8%	\$150 buyers Tls. 115 buyers
Shanghai Waterworks Company, Limited .....	7,700	£20	£20	Tls. 140,000	Tls. 7,369	Final of 3/16 making 5/16 for 1903 .....	8%	Tls. 380 sales
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 15,139	Tls. 667	Final of 4 making 1½ 16 for 1903 .....	124%	T. Tls. 140 sales
Cent-in-Native City Waterworks Company, Ltd. ....	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year .....		T. Tls. 130 sellers
Hall & Holtz, Limited .....	21,000	\$20	\$100	\$186,000	\$1,104	Final of \$1½ making \$3½ for 1903 .....	124%	\$28 buyers
Lawe, Crawford & Co., Limited (Shanghai) .....	2,500	\$100	\$100	none	\$1,484	Final of 3/7 making \$12 for year end. 29.2.04 \$10 for 1903 .....	10% 7%	\$120 buyers \$120
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	\$50,000	\$8,395	\$3.75 for 1903 .....	71%	\$48 sellers
Go. Fenwick & Co., Limited .....	6,000	\$25	\$25	\$70,000	\$10,517	Final of \$1 making \$16 for 1903 .....	71%	\$270 buyers
Hongkong Ice Company, Limited .....	2,000	\$100	\$100	\$45,000	\$5,844	\$7½ for second half year 1903 .....	91%	\$160 sales
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	\$30,000	\$1,283	\$4 for year ending 30.11.1903 .....	71%	\$280 buyers
Yee Farm Company, Limited .....	10,000	\$7½	\$6	\$20,000	\$1,029	\$1½ for year ending 31.7.1903 .....	81%	\$14½ sales
Thompson, Moore & Co., Limited .....	1,200	\$10	\$10	\$5,500	\$1,000	\$3 for 1903 .....	8%	\$37
United Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	none		None .....		\$5 sellers
United Asbestos Oriental Agency, Limited .....	9,900	\$10	\$10	\$14,000	\$119	{ 90 cents for year ended 31.5.1903 \$29.70 .....	81% 142%	\$10½ buyers \$120 buyers
Hongkong Steam Waterboat Company, Limited .....	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents .....	81%	\$16½ buyers
China Light and Power Company, Limited .....	15,000	\$10	\$10	none	\$1,739	None .....		\$32 buyers
William Powell, Limited .....	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4 .....	91%	\$10½
Plotschap in Langkat .....	25,000	Gs. 100	Gs. 100	Tls. 324,669	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04 .....	13%	Tls. 310
Shanghai Horse Bazaar Company, Limited .....	5,500	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903 .....	7%	Tls. 71 sales
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	none	Tls. 3,888	Final of Tls. 5 making Tls. 10 for 1904 .....	9%	Tls. 175 sales
Central Stores, Limited .....	6,000				\$1,553	Final of \$1.20 making \$-70 for 1903 .....	131%	\$20 sellers
Do. (Founders) .....	123	\$15	\$12	\$20,000		None .....		\$100 buyers
L. London, Limited .....	7,000	Tls. 50	Tls. 50	none	Tls. 1,595	Tls. 5 for 1902 .....	121%	Tls. 40 sellers
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,542	\$10 for 1903 .....	91%	Tls. 65 buyers
Brothers, Limited .....	10,000	\$100	\$100	\$200,000		\$10 for 1901 .....	71%	\$135 buyers
Shanghai Trading Company, Limited .....	250,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year ended 30.10.03 .....	8%	\$32
Harper and Neave, Limited .....	2,500	\$50	\$50	\$112,000	\$2,706	\$5 div. and \$2½ bonus for 1903 .....	8%	\$95 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	2,500	\$10	\$10	none		\$2 for year ended 31.10.1903 .....	8%	\$17
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	2,500	\$10	\$10	none		First year .....		\$36
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	2,500	\$10	\$10	none		First year .....		\$36